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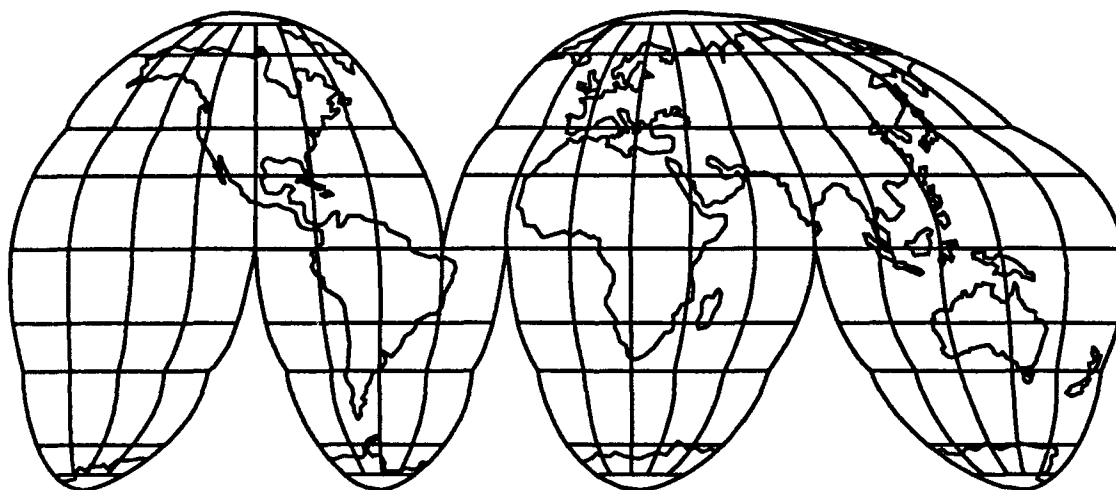


U.S. Department of Transportation
Federal Aviation Administration

Office of Civil Aviation Security

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Criminal Acts Against Civil Aviation



1991

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Foreword

Since 1986, the Federal Aviation Administration's Office of Civil Aviation Security has been publishing an annual report entitled *Criminal Acts Against Civil Aviation*. This year we are pleased to present a newly formatted edition. We have redefined categories of incidents, incorporated regional overviews, introduced regional chronologies, and included more feature articles that focus on specific issues or case histories. Events in 1991 are summarized according to the geographic area in which they took place, and they are compared with similar events that occurred over a 5-year period. We believe these changes provide a more informative description of the threat to civil aviation and supplement the value of this publication as a reference tool.

The information contained in this publication is derived from a variety of foreign and domestic sources; however, in many cases specific details of a particular incident, especially those occurring outside the United States, may not be available. While the FAA makes every effort to provide complete and accurate information, it is not always possible to verify accounts of some incidents.

The FAA maintains records of aircraft hijackings, bombing attacks, and other significant criminal acts against civil and general aviation interests worldwide, which are used to compile this report. Offenses such as these represent serious threats to aviation safety and, in those incidents involving U.S. air carriers or facilities outside the United States, are often intended as symbolic attacks against the United States.

Hijacking and commandeering incidents are viewed within the context of the U.S. Federal criminal statute (49 USC 1472 (i)) which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any other form of intimidation, and with wrongful intent, of any aircraft. There is no attempt made in this report to distinguish between an act of air piracy and an attempted act of air piracy when counting statistics.

1991 In Review

The Persian Gulf crisis led to a significant increase in the number of terrorist incidents worldwide; however, there were no major attacks against civil aviation. It is impossible to know what attacks may have been planned but thwarted by increased vigilance and the successful implementation of additional security measures. None of the terrorist incidents involving civil aviation in the past two years have been as serious as the hijackings and aircraft destructions that took place during the mid-to-late 1980s.

Notwithstanding a slight increase over the year before, relatively few incidents involving U.S. or foreign civil aviation interests occurred in **Africa** in 1991. These incidents mostly involved either attacks against relief transport aircraft or hijackings; none were related to the Gulf war.

Likewise, in **Asia**, there were few criminal acts against civil aviation. Tokyo's Narita Airport, long a prime target of Japanese leftist radical groups, was the site of only one projectile attack in 1991, while civilian and political targets associated with the airport bore the brunt of radical activity. The one hijacking in this region involved a Singapore Airlines flight from Kuala Lumpur to Singapore. Two bombings involving civil aviation interests, both in India, were also reported. In one instance the attack struck a general sales agency; in the second the bombing took place outside the departure hall at New Delhi's Indira Gandhi International Airport, the first such incident ever to happen at this airport.

Of the 43 reported incidents in **Europe**, over half (24) were attacks on airline ticket offices. Two ticket office bombings in Istanbul on January 27 were the only attacks against civil aviation in Europe known to have been in reaction to Operation Desert Storm. In terms of numbers of incidents, there were other political issues that were more significant than the Gulf War as catalysts for attacks. The political situation in Turkey gave rise to 16 airline office bombings in various European countries (most against the flag carrier, Turkish Airlines). The war in Yugoslavia accounted for three shootings at helicopters and almost certainly led to a firebombing of a Yugoslav Airlines office in the Netherlands. One incident that had the potential for numerous casualties was the December 23 car bombing near Budapest Airport, which damaged a bus carrying 28 Soviet Jews emigrating to Israel, injuring four of them plus two policemen in an escort vehicle. This event, too, was politically motivated, a result of the continuing conflict between Palestinians (a group of whom claimed the incident) and the state of Israel. There were only two hijackings of European commercial aircraft (Alitalia and Czechoslovak Airlines), and both were carried out by individuals for personal reasons.

Operations Desert Shield and Desert Storm spurred intense terrorist activity against foreign interests in **Latin America**, catalyzing indigenous groups into action against "Yankee imperialism" as had occurred in 1989 in the aftermath of Operation Just Cause (the U.S. military action in Panama). However, there was no evidence of a terrorist backlash against civil aviation targets. Hijackings in the region were non-terrorist, reflecting an upward trend in the instances in which guerrillas and

narcotraffickers turn to air piracy of general aviation aircraft, presumably to transport weapons, personnel, and drugs.

The Persian Gulf crisis pushed the number of attacks against civil aviation to an unusually high level for the **Middle East**. A total of eleven incidents occurred, ten of which took place in February at the peak of Operation Desert Storm. Statistically the total represents a sharp rise over the number recorded in 1990; however, since the majority of these attacks were reactions to the Persian Gulf crisis and were directed against offices of airlines belonging to allied coalition countries, they do not necessarily signify an emerging trend.

In the former **Soviet Union**, ten hijackings of Aeroflot domestic flights occurred, and another was prevented at a security checkpoint. This is a marked decrease from the 27 hijacking incidents the year before and is likely a reflection of the political changes that occurred. One firebombing of a Soviet aircraft was also recorded. In another incident, a helicopter carrying official mediators in the dispute between Armenia and Azerbaijan crashed, killing all 20 people on board. It is not known if the aircraft was shot down or if its crash was related to inclement weather conditions.

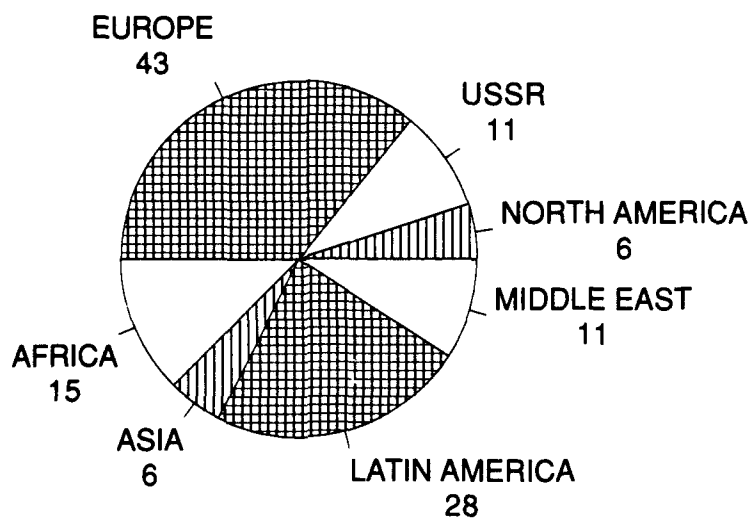
In the **United States**, there was only one hijacking involving U.S. air carrier aircraft. The hijacker, on a flight from California to Texas, demanded to be flown to Cuba. Two cases of general aviation aircraft commandeering were reported, one in Puerto Rico and another in Illinois. Other instances of criminal acts against civil aviation included three arson incidents at Miami International Airport.

In sum, while there was great concern about the effects of the Persian Gulf crisis on the threat to U.S. and international civil aviation, that factor accounted for only a small percentage of the incidents in 1991. There were many additional political issues that led to attacks on civil aviation. None of the most significant had been resolved at the end of 1991, and all have the potential to generate further attacks in 1992.



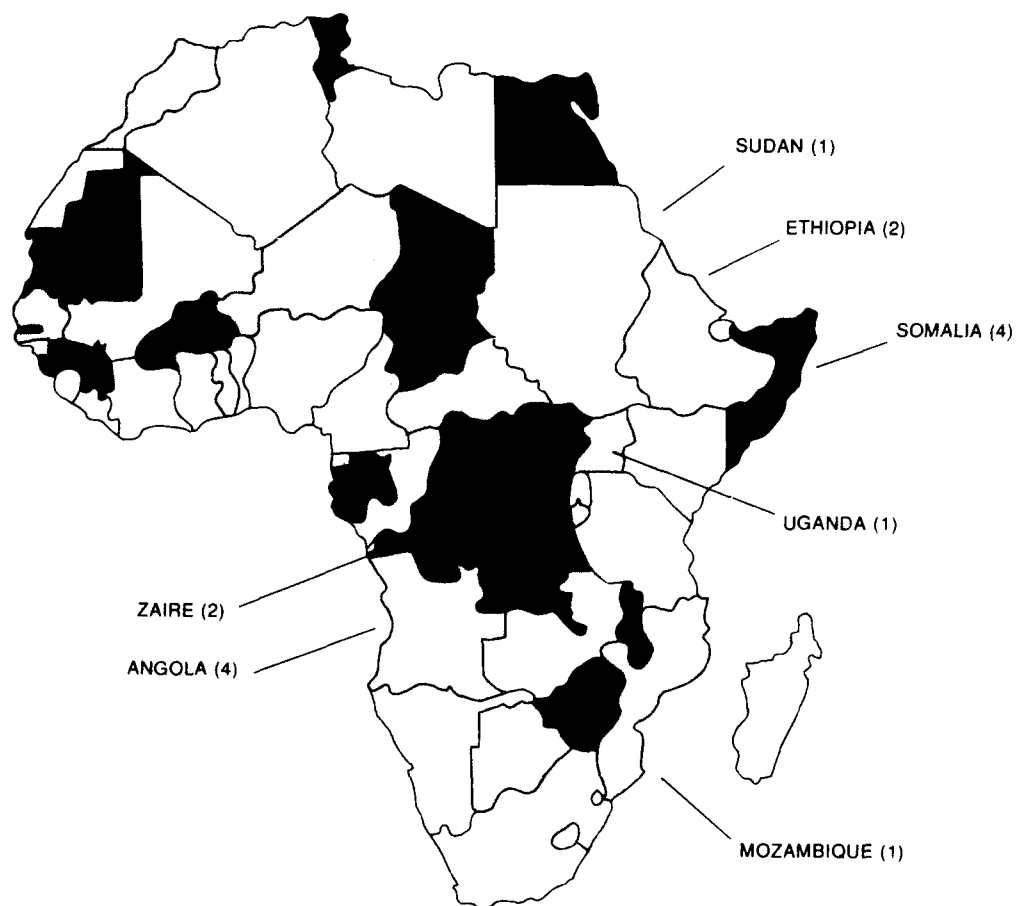
December 23, 1991—Bombing Near Airport, Budapest, Hungary

INCIDENTS AGAINST AVIATION 1991



120 INCIDENTS

AFRICA



February 13, 1991—Shooting at Aircraft—Transafrik—Angola

Press reports indicate that the National Union for the Total Independence of Angola (UNITA) was responsible for firing upon a DC-8 aircraft owned by Transafrik, a charter air company, in Angola. The aircraft, carrying relief supplies and food for the civilian population, was hit in the left wing and engine as it was landing in Menongue, Cuando Cubango Province. The aircraft landed safely with no injuries reported. Available reporting does not indicate whether the damage to the aircraft was caused by a missile or antiaircraft fire. UNITA, an insurgent group, has waged a 16 year war against the Angolan government.

February 22, 1991—Shooting at Aircraft—Government Transport—Angola

An Antonov-26 government transport aircraft was shot down by a missile, identified in press reports as a stinger, over Cazombo in Moxico province. A pro-government group, the People's Armed Forces for the Liberation of Angola (FAPLA), alleged that UNITA rebels were responsible for the incident. All passengers on board the aircraft—37 civilians, six military personnel and four crew members—died in the attack.

March 6, 1991—Shooting—Mogadishu Airport—Somalia

A Somali Airlines aircraft was damaged by weapons fire at Mogadishu Airport when a group of armed individuals attempted to board an Italian cargo plane that had just landed to deliver relief supplies to refugees. There were arrests but no injuries reported in the incident.

March 16, 1991—Shooting at Aircraft—Transafrik—Angola

A C-130 cargo aircraft, owned by Transafrik, was shot down as it transported supplies between Luanda and Lunda provinces. Press reports indicate that UNITA rebels carried out the attack. Nine persons on board the aircraft, including two Americans, were killed in the incident.

March 28, 1991—Shooting—Mogadishu Airport—Somalia

Two people were killed at Mogadishu Airport when a Cessna 404 aircraft landed after transporting narcotics. Fighting broke out over the confiscation of qat, a mild narcotic leaf. In addition, several people tried to board the aircraft after the shooting in an attempt to flee the country. The aircraft, its flight originating in Tanzania, later departed for an unknown destination.

April 1, 1991—Shooting at Aircraft—ICRC—Angola

An International Committee of the Red Cross (ICRC) Twin Otter DHC6 aircraft on a domestic flight from Moxico to Cuito was hit by a missile in Cuanza Region, Bie Province. The missile attack damaged the engine and fuselage. The aircraft, bearing the Red Cross insignia, carried two crew mem-

bers, an orthopedic specialist, and eight passengers. The aircraft landed safely and no injuries were reported. The ICRC claimed that the attack was carried out by UNITA rebels.

June 30, 1991—Hijacking—Somali Airlines—Somalia

A Somali Airlines aircraft en route from Djibouti to Mogadishu was hijacked by a supporter of ousted Somali President Mohamed Siad Barre. Reportedly, the hijacker was the aircraft's security agent who threatened to detonate an explosive device. Twenty passengers and two crew members left the aircraft after landing in southern Somalia and were taken to Mandera, Kenya. No injuries were reported.

September 2, 1991—Destruction of Aircraft—Swiss Red Cross—Sudan

A Swiss Red Cross C-130 cargo aircraft, that had brought relief supplies to refugees in southern Sudan, was destroyed by a landmine on the runway of an airfield in the southern town of Wau. At the time of the incident, Wau was under siege by the Sudan People's Liberation Army (SPLA) a Sudanese separatist group. Four Americans and one Briton were injured in this incident.

September 10, 1991—Shooting at Aircraft—Zairian Civil Aviation Company—Uganda

A Fokker-27 aircraft of the Zairian Civil Aviation Company, en route from Kigali, Rwanda to Beni, Zaire, was attacked by gun fire from the ground while it flew over Ugandan territory. The government alleged that the Inyenzi-Inkotanyi, a Rwanda rebel group based in Uganda, was responsible for the attack. The aircraft, carrying nine passengers and four crew, suffered fuselage damage but landed at Goma Airport in Zaire. One passenger was reported injured.

September 17, 1991—Shooting at Aircraft—ICRC—Somalia

An ICRC Dornier aircraft, carrying medical supplies en route from Mogadishu to Berbera, was hit by a surface to air missile while flying over Galkayo. The aircraft, flying at 9,600 feet, was hit in the tail section by the missile, but there were no injuries to the two crew members and three passengers. The aircraft made a safe emergency landing in neighboring Djibouti.

September 23, 1991—Attack—Ndjili International Airport—Zaire

Armed Zairian soldiers damaged the customs depots, looted warehouses, and damaged buildings at Ndjili International Airport in Kinshasa. The soldiers had deserted from an army training camp near the airport because their pay raises had been denied. No injuries were reported in the incident.

October 16, 1991—Hijacking—Ethiopian Airlines—Ethiopia

An Ethiopian Airlines Twin Otter DHC-6 aircraft, en route from Debre Markos to Bahir Dar, was hijacked to Djibouti. The hijacker was taken into custody by the local authorities and the aircraft was returned to Ethiopia. No injuries were reported.

October 24, 1991—Attack—Zambia Airways Office—Zaire

A Zambia Airways office in Lubumbashi was attacked by Zairian soldiers who damaged the office and stole documents, airline tickets and money. No injuries were reported in the incident.

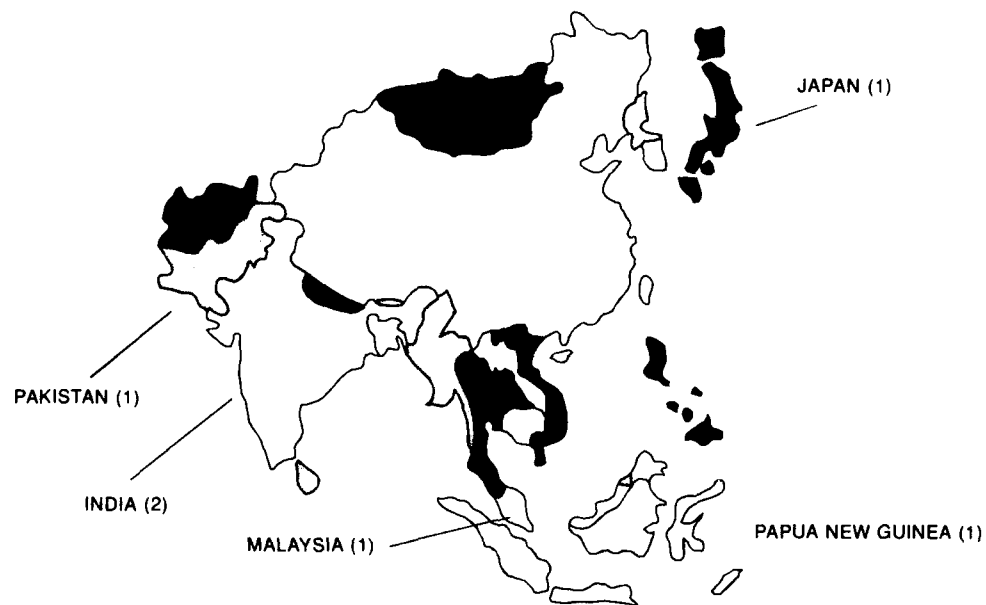
November 11, 1991—Attack—Beira International Airport—Mozambique

Press reports indicated that Beira International Airport was attacked by 100 armed men from the insurgent group Renamo (Mozambique National Resistance). A communications center, air traffic control equipment and an electric generating station were destroyed. Two people were killed in the attack.

November 25, 1991—Hijacking—Ethiopian Airlines—Ethiopia

Two men and a woman, using a fake grenade and pistol, hijacked an Ethiopian Airlines B-737 aircraft en route from Addis Ababa to Dire Dawa, Ethiopia. Flight 616, carrying 85 passengers and six crew members, was hijacked to Djibouti where the hijackers surrendered to authorities three hours after the aircraft landed. Reportedly the hijackers were seeking political asylum.

ASIA



January 17, 1991—Bombing—American Airlines General Sales Agent—India

In New Delhi, an explosive device detonated in a building housing the Nijhawan Travel Service, a general sales agent for American Airlines. No one was injured in the blast, but the office was totally destroyed. There were no claims of responsibility. It is unclear whether the attack was the result of the travel service's affiliation with American Airlines.

February 4, 1991—Unruly Passenger—Air India—India

Shortly after takeoff, a 23-year-old Indian student on board an Air India flight from Calcutta to Agartala displayed a package which he claimed to be a bomb. He reportedly said he had "some business to settle with the government of India," and allegedly tried to break into the cockpit after being told that the airliner was returning to Calcutta. He was subsequently overpowered by the passengers and crew and was arrested upon arrival in Agartala. The package he was carrying was found to contain fruit.

February 13, 1991—Unruly Passenger—United Airlines—Japan

United Airlines Flight 58, en route from Tokyo to San Francisco, was forced to turn back to Narita Airport after an intoxicated passenger told flight attendants that he had a bomb. The Japanese man was near the rear lavatory of the aircraft, walking up the aisle and smoking a cigarette, when he was told twice to be seated. After the second admonishment, the passenger produced an air sickness bag and stated in English that he had a bomb. The captain and crew were advised of the situation, and several crew members then restricted the passenger. The suspected device was placed in an aluminum carrier and covered with blankets. Upon arrival at Narita Airport, the man was taken into custody by local police. The bomb was found to be a plastic cup with cigarette butts and miscellaneous trash. The man told police that he had repeatedly told the attendants that the incident was a joke. The passenger was charged with violating anti-hijacking laws and subsequently agreed to pay United Airlines approximately \$28,600.

February 14, 1991—Shooting—Saudi Airlines Office—Pakistan

Unidentified gunmen in a car fired more than sixty rounds at the Saudi Airlines office in Karachi. Witnesses said the gunfire shattered windows in the office, but no one was injured. There were no claims of responsibility; however, police sources said they believe it was related to the war in the Persian Gulf.

February 23, 1991—Attack—New Tokyo International Airport—Japan

A homemade projectile landed harmlessly in a parking bay for aircraft at New Tokyo International Airport at Narita. There were no reports of damage or casualties. Japanese police suspect a group opposed to the expansion of Narita Airport was responsible.

March 26, 1991—Hijacking—Singapore Airlines—Malaysia

Singapore Airlines Flight 117, en route from Kuala Lumpur to Singapore with 118 passengers and 11 crew, was hijacked by four men. The hijackers, later identified as Pakistanis, took control of the aircraft shortly after takeoff from Subang International Airport and ordered it to continue on to Singapore's Changi Airport. The hijackers, who were reportedly armed, held the passengers and crew hostage while negotiating with the authorities. Their demands were political in nature, and they also wanted to be taken to one of several destinations. Singapore Armed Forces commandos eventually stormed the aircraft and killed the four hijackers. A fifth person was arrested several days later in Malaysia for complicity in the hijacking.

April 10, 1991—Diversion of Aircraft—China Eastern Airlines—PRC

A China Eastern Airlines aircraft on a domestic flight from Harbin to Shanghai made an emergency landing at Shenyang International Airport after crew members found a note stating that a bomb had been placed in the aircraft. The flight proceeded to its original destination after an inspection by Chinese Public Security Bureau and aviation security personnel failed to find any device. This was the first such incident for the airlines, which had begun operations on April 1, 1991.

June 25, 1991—Bombing—Indira Gandhi International Airport—India

Thirteen people were injured when an explosive device detonated shortly after midnight at Indira Gandhi International Airport in New Delhi. All of the victims were Indian. It is believed that the device was placed in some type of receptacle just outside of the departure hall. There were no claims of responsibility for the bombing which, according to police, was the first at this airport.

October 17, 1991—Extortion—Qantas Airlines—Australia

The Chairman of Qantas received a letter threatening to destroy an aircraft unless \$750,000 (Australian dollars) was paid. Detailed delivery instructions were received in subsequent telephone calls. On October 22, a 21-year old male was arrested when authorities traced one of these calls, and his 20-year old female associate was arrested attempting to collect a package containing the money from a courier. Both suspects claimed they had been coerced into the act by two other persons, but they were nevertheless arraigned on charges of attempted extortion.

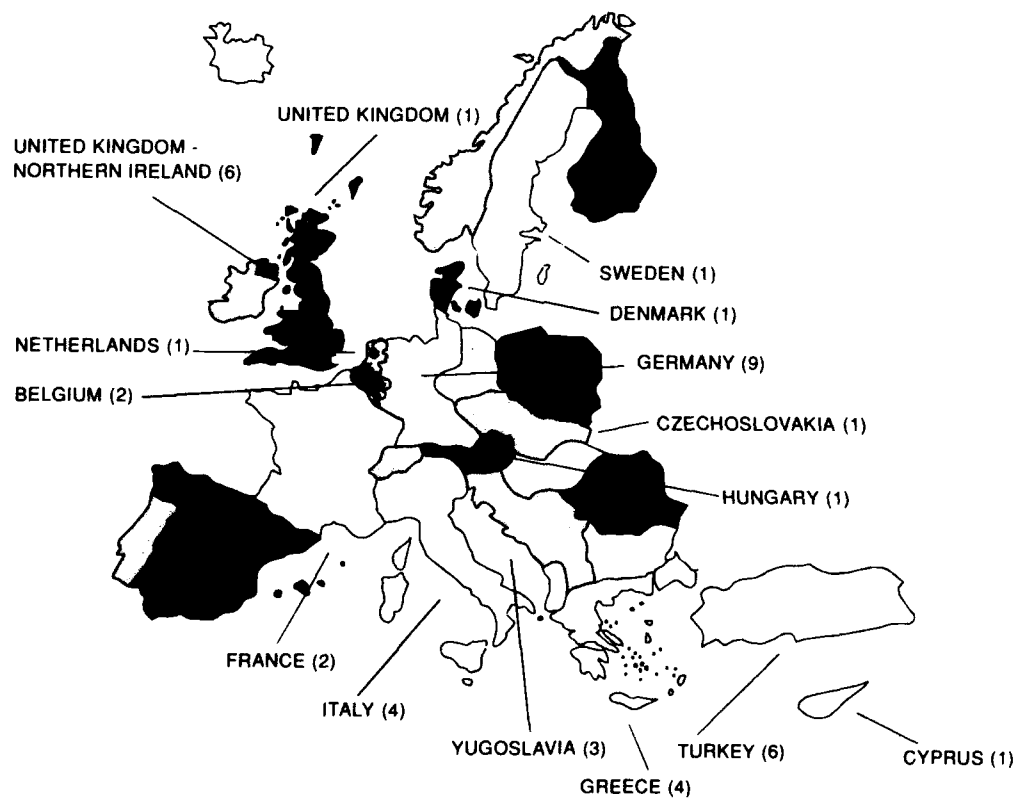
November 25, 1991—Hijacking—Commercial Aircraft—Papua New Guinea

Two armed men hijacked a domestic flight. After forcing the aircraft to land on a remote airstrip, the hijackers stole the cargo from the plane. No passengers were injured in the incident.

December 1, 1991—Incendiary Device Discovered—Air India Aircraft—India

A crude incendiary device was discovered on board Air India Flight 111 during a stopover in New Delhi en route from Madras to New York. The device was discovered in the galley on a catering tray by a flight crew member and was rendered safe by authorities. The aircraft, with 383 passengers and 18 crew, was evacuated. A supervisor for an in-flight catering business was identified as a suspect and arrested. He apparently planted the device in order to "discover" it and provide a boost to his career. He recanted his original confession that he was paid \$2000 by the Khalistan Liberation Force to place the device, claiming it was made under duress. Although several terrorist organizations claimed responsibility for the incident, such connections have not been uncovered.

EUROPE



January 4, 1991—Commandeering—Air France—France (Corsica)

An Air France B-727 aircraft en route to Marseille, France, was occupied for 20 hours by 15 ground crew members on strike at Bastia Airport in northern Corsica. The occupation of the aircraft terminated when riot police overtook the aircraft on the runway. No injuries were reported.

January 15, 1991—Bombing—Pan American Airlines Office—Italy

A Pan American Airlines office in Turin suffered damage from two molotov cocktails thrown through the window of the office. Unsubstantiated claims of responsibility for the attack by the Palestinian Liberation Organization and the Popular Front for the Liberation of Palestine were made to the press after the incident. No injuries were reported.

January 18, 1991—Attempted Bombing—Schoenefeld Airport—Germany

An explosive device found in the restroom of Schoenefeld Airport in Berlin, was taken from the airport and defused. Although there was no claim of responsibility, a note attached to the device claimed the attack was to protest German chemical weapons being supplied to Iraq.

**January 27, 1991—Bombings—Air France Office and a Tourism Agency—Turkey
(Two incidents)**

In Ankara, two different explosive devices detonated within minutes against airline interests of coalition members in attacks protesting the Gulf War. The first attack targeted a tourism agency which handles reservations for Saudi Arabian Airlines, Japan Airlines, Austrian Airlines, and Air Canada. The second attack occurred at the nearby office of Air France. In an anonymous telephone call, the Turkish terrorist group Revolutionary Left (Dev Sol) claimed credit for the attack, saying they would continue until "imperialism pulls out of the Middle East." There were no injuries in either bombing.

**February 18, 1991—Attempted Bombing—Belfast International Airport
United Kingdom (Northern Ireland)**

An explosive device composed of one pound of Semtex was found by police in the back seat of an abandoned car at Belfast International Airport. The police were notified about the explosive device by an anonymous telephone call. They safely disposed of the device and there were no injuries.

**March 6, 1991—Bombing—Shorts Aircraft Company—United Kingdom
(Northern Ireland)**

A five pound explosive device detonated at the Drawing Office of the Shorts Aircraft Company in East Belfast. The Shorts Company is a producer of aircraft and guided missile systems. Prior to the bombing an inaccurate warning was reportedly received by a local radio station. Although this

attack was unclaimed, the Provisional Irish Republican Army (PIRA) has claimed attacks against Shorts Aircraft facilities in the past. Damage, but no injuries, resulted from the bombing.

March 27, 1991—Bombing—General Aviation Aircraft—Turkey

A private, 24-passenger MI-8 helicopter was destroyed by fire resulting from an explosive device put on board in the Atakoy District of Istanbul. The helicopter was unoccupied at a heliport when four gunmen tied up the watchman and placed the explosive device. Dev Sol claimed responsibility because of a failure to compensate laid off workers in a factory owned by the company. No injuries were reported.

April 13, 1991—Bombings—Pacific Aviation Office and Istanbul Airlines Office—Turkey (Two incidents)

Dev Sol claimed responsibility for two separate pipe bomb attacks at the offices of Pacific Aviation and Istanbul Airlines in Istanbul. The reason given for the attacks was that the airlines, by operating domestic flights, were weakening a workers' strike against Turkish Airlines. The bombings caused considerable damage but no injuries.

April 16, 1991—Bombing—Shorts Aircraft Company—United Kingdom (Northern Ireland)

Extensive damage was caused to a Shorts Aircraft Company facility in East Belfast from a bombing claimed by PIRA. Approximately 45 minutes elapsed between a warning notification and explosion of the device. Extensive damage resulted but no injuries were reported.

April 17, 1991—Attempted Bombing—Shorts Aircraft Company—United Kingdom (Northern Ireland)

A two-pound explosive device was discovered at the Shorts Aircraft Company in East Belfast. A warning notice preceded the discovery of the device. Bomb experts disposed of the device by exploding it. PIRA claimed credit for this incident, which occurred the day after an explosion in the same building.

April 19, 1991—Bombing—Air Courier Services Office—Greece

In Patras, a five-pound explosive device detonated in a five-story building in which the office of Air Courier Services (ACS), a private company, was located on the bottom floor. Seven persons, including six who were in the ACS office, were killed in the explosion. Reportedly, the device accidentally exploded in the hands of a Palestinian guerrilla whose intended target was the British Consulate, located nearby. The Palestinian was killed in the explosion. Police arrested four accomplices and confiscated an arms cache in Thessalonika.

May 2, 1991—Shooting at Aircraft—Helicopter—Yugoslavia

A Croatian Ministry for Internal Affairs helicopter was shot at by unidentified attackers. The helicopter, with ten passengers on board, was en route from Kijevo to Sinj. The incident caused damage to the helicopter but there were no injuries.

May 28, 1991—Bombing—Iberia Office—Italy

An explosive device detonated at the Iberia office in Rome, causing damage but no injuries. An anonymous caller claimed responsibility for the attack on behalf of the Spanish terrorist group, Basque Fatherland and Liberty (ETA), and the Italian terrorist group, the Armed Falange.

June 11, 1991—Bombing—Iberia Office—Italy

An improvised explosive device detonated at the Iberia office in Milan causing damage. Five policemen were injured while attempting to cordon off the area. There was no claim of credit.

July 4, 1991—Bombing—Yugoslav Airlines Office—Netherlands

A molotov cocktail reportedly caused damage to a Yugoslav Airlines office in Amsterdam. The resulting fire damaged the interior of the office and shattered the windows. No injuries or claims of responsibility were reported.

July 11, 1991—Attack—Turkish Airlines Office—Germany

Twenty Kurdish demonstrators attacked the Turkish Airlines office in Hamburg with stones causing damage. The same demonstrators also attacked banks and travel agencies. There were no injuries in this incident.

July 11, 1991—Attack—Turkish Airlines Office—Greece

Thirty Turkish separatists occupied, vandalized, and damaged a Turkish Airlines office in Athens. The separatists left after negotiations with Greek police and one separatist was detained. There were no injuries.

July 13, 1991—Bombing—Turkish Airlines Office—Belgium

The Turkish group Dev Sol claimed responsibility for a molotov cocktail attack against a Turkish Airlines office in Brussels. The attack was reportedly to protest the deaths of ten left-wing militants at the hands of police in Istanbul, Turkey. Minor damage occurred, but no injuries were reported.

July 14, 1991—Bombing—Lufthansa Airlines Office—Greece

In Thessalonika, an explosive device detonated in the building in which the office of Lufthansa Airlines was located. The explosion caused damage and one injury. The Greek terrorist group, People's Struggle (LEA), claimed responsibility for the bombing shortly before it occurred.

July 14, 1991—Bombing—Turkish Airlines Office—Germany

A Turkish Airlines office in Frankfurt suffered damage from molotov cocktails and stones thrown by unidentified attackers. There were no injuries.

July 16, 1991—Occupation—Turkish Airlines Office—Greece

A Turkish Airlines office in Athens was occupied by a group of demonstrators. There were no injuries.

July 18, 1991—Bombing—Turkish Airlines Office—Germany

Two molotov cocktails were thrown at a Turkish Airlines office in Hanover but failed to ignite. There was no claim of responsibility.

July 20, 1991—Attempted Bombing—Turkish Airlines Office—Germany

Unidentified perpetrators were responsible for a failed firebombing of a Turkish Airlines office in Stuttgart. No injuries were reported.

August 9, 1991—Occupation—Turkish Airlines Office—Germany

A Turkish Airlines office in Frankfurt was occupied by Kurdish demonstrators protesting attacks by the Turkish Air Force on Kurdish refugee camps in Northern Iraq. No damage or injuries were reported.

August 9, 1991—Occupation—Turkish Airlines Office—Belgium

Ten Kurdish separatists occupied a Turkish Airlines office in Brussels. They fled before police arrived. There was no damage or injuries.

August 16, 1991—Shooting At Aircraft—Helicopter—Yugoslavia

A European Community (EC) helicopter on an observer mission was struck by three bullets while en route to the villages of Bogicevici and Kostolac in Croatia. The helicopter, painted white and bearing the EC emblem, was forced to make an emergency landing in Rajici. No injuries were reported.

**September 10, 1991—Bombing—Shorts Aircraft Company—United Kingdom
(Northern Ireland)**

An explosive device placed by PIRA detonated at the Shorts Aircraft Company in Belfast. No injuries were reported.

September 12, 1991—Shooting at Aircraft—Helicopter—Yugoslavia

A Yugoslavian Federal Army helicopter carrying an EC envoy, a senior Croatian government official, and a Dutch observer was struck by three bullets while flying over Croatia. The passengers were on an EC mission to establish a ceasefire between Croatian forces, the Yugoslavian Army and Serbian guerrillas. The bullets, reportedly fired by a Croatian rifleman, struck the cockpit, rotor, and fuel tank but caused no injuries to the passengers.

September 19, 1991—Hijacking—Alitalia—Italy

A Tunisian immigrant hijacked an Alitalia DC-9 aircraft with 130 passengers and seven crew members en route from Rome to Tunis. The hijacker, armed with a pistol and claiming to have a bomb in a bag, seized a flight attendant as hostage and demanded to land in Algiers. The crew refused, however, and instead landed in Tunis where the hijacker was apprehended by antiterrorist commandos. No explosive device was found and there were no injuries.

September 22, 1991—Bombing—Kuwait Airways Office—Cyprus

A Kuwait Airways office in Nicosia was the target of a molotov cocktail thrown by unidentified attackers who broke a window. Police put out the fire, thus avoiding extensive damage. No injuries or claim of responsibility were reported.

October 5, 1991—Hijacking—General Aviation Aircraft—France

A helicopter was hijacked by two passengers from Castellet to abet a prison escape in Marseille. The helicopter landed on the prison roof; however, prison guards shot at and forced it away. The helicopter and pilot were found at a sports stadium in Aubagne.

October 21, 1991—Hijacking—Czechoslovak Airlines—Czechoslovakia

A Czechoslovak Airlines Tupolev-134 aircraft, en route from Bratislava to Prague with 12 passengers and five crew, was hijacked. The hijacker, a Czechoslovakian teenager, claimed to have a bomb and demanded one million German marks, two parachutes and free passage to Libya. The aircraft landed in Prague to refuel; the passengers and crew were eventually released while the hijacker remained on the aircraft with a negotiator. Sixteen hours after the incident began, the hijacker surrendered to authorities. No injuries were reported.

October 28, 1991—Attack—Rhein-Main Airport—Germany

The group "Ruhe im Aether" (Quiet in the Air) claimed responsibility for an attempt to damage a radio beacon at the Rhein-Main Airport in Frankfurt. The beacon is used exclusively for the west runway of the airport. No equipment was reported damaged during the incident.

October 29, 1991—Bombing—Rhein-Main Airport—Germany

A molotov cocktail was thrown at a radio beacon at Rhein-Main Airport in Frankfurt. The beacon, operated as a navigational system for the airport, was damaged as a result of the attack. The group "Funk Feuerloescher" (Radio Signal Extinguisher) claimed responsibility for the incident.

November 11, 1991—Bombing—Turkish Airlines Office—Denmark

A Turkish Airlines office in Copenhagen was the target of a molotov cocktail thrown by unidentified attackers. The firebomb caused a fire which was extinguished by police patrolling the area. There were no injuries.

November 27, 1991—Attack—Turkish Airlines Office—United Kingdom

The main office of Turkish Airlines was damaged by unidentified attackers in London. The office, located on Hanover Street, had its windows damaged in the attack. No injuries or claims of responsibility were reported.

December 18, 1991—Bombing—Shorts Aircraft Company—United Kingdom (Northern Ireland)

PIRA claimed responsibility for an explosion at the Shorts Aircraft Company in East Belfast. A fire resulting from the explosion was quickly put out by security officials. There was damage to the facility but no injuries were reported.

December 23, 1991—Bombing—Near Budapest Airport—Hungary

A car bomb exploded five hundred yards from the Budapest Airport, damaging a bus carrying 28 Soviet Jewish emigres en route to a hotel near the airport. The remotely detonated device consisted of between 11 and 23 pounds of explosives. Four passengers on the bus and two policemen in a police car escort were injured. The airport terminal windows and doors were also damaged. The bus was en route to a hotel to await a Malev Airline flight to Israel. A previously unknown Palestinian group, Movement For Saving Jerusalem, claimed responsibility for the incident.

December 25, 1991—Bombing—Turkish Airlines Office—Turkey

An "illegal leftist Turkish organization" (as described in media reporting) claimed responsibility for an attack against a Turkish Airlines office in Istanbul. This bombing was one of at least five occurring on Christmas Day. No injuries were reported in the attack which shattered windows in the airline office.

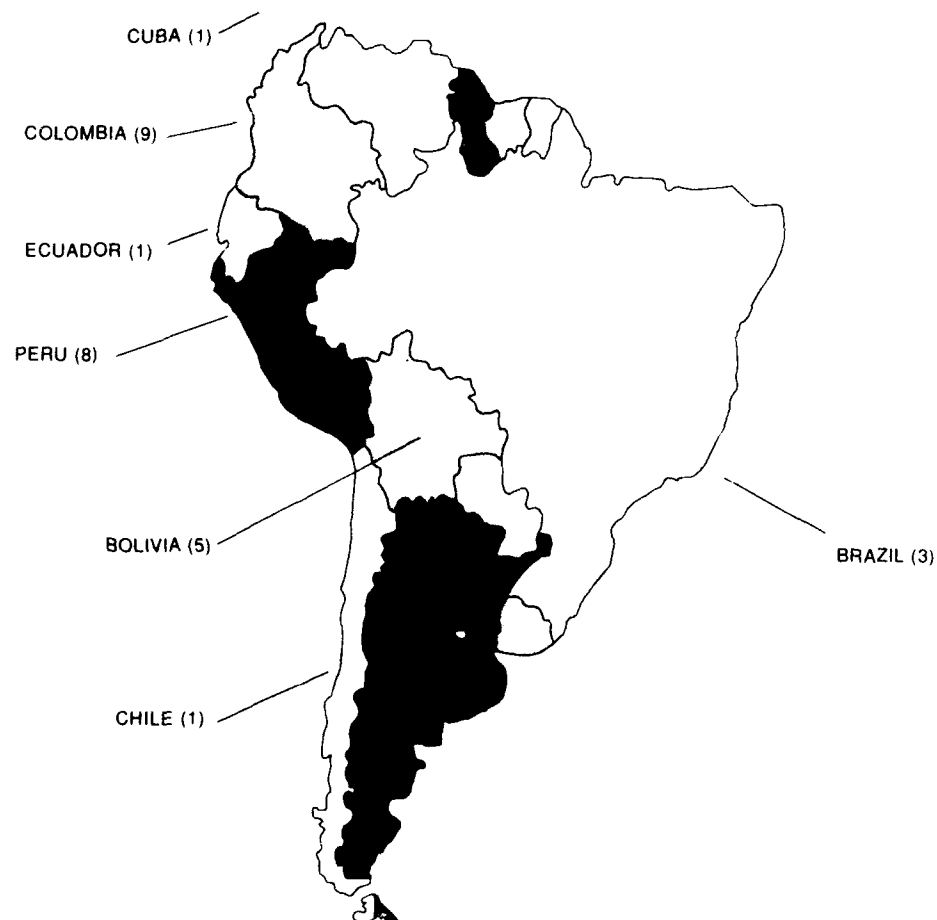
December 27, 1991—Occupation—Turkish Airlines Office—Germany

A peaceful sit-in and demonstration by 15 Kurds occurred at the Turkish Airlines office in Hanover. The group occupied the office for a short period of time and later conducted a similar demonstration at the Turkish Consulate. No injuries resulted from the incident, but several arrests were made by the authorities.

December 30, 1991—Attack—Turkish Airlines Office—Sweden

Members of a Turkish separatist organization were responsible for an attack on a Turkish Airlines office in Stockholm. The attackers caused damage to the office, but no injuries were reported.

LATIN AMERICA AND THE CARIBBEAN



January 7, 1991—Hijacking—Faucett Airlines—Peru

Faucett Airlines Flight 339, a DC-8 aircraft, was hijacked during a domestic flight from Trujillo to Lima by a man armed with a pistol and two grenades. He reportedly was upset because of a dispute with his employer. The crew successfully negotiated for the release of most of the passengers. The hijacking ended when a Peruvian National Police officer, dressed as an airline mechanic, entered the aircraft and shot and killed the hijacker. One passenger and one security officer were wounded during this incident.

January 15, 1991—Commandeering—General Aviation Aircraft—Colombia

Guerrillas of the Revolutionary Armed Forces of Colombia (FARC) commandeered a Bell helicopter owned by Helicol, a Colombian company under contract to the U.S. firms Texaco and Western Geophysical. Four men posing as cattle ranchers showed up at the Western Geophysical campsite about fifty kilometers from the town of Yopal, Casanare intendency, and forced the helicopter pilot to fly them to an undisclosed location. Upon landing, the guerrillas radioed back that they planned to burn the helicopter. Following negotiations between the guerrillas and Helicol, the helicopter was returned and the pilot was freed unharmed 12 days later.

January 25, 1991—Bombing—Jorge Chavez International Airport—Peru

A car bomb exploded during early afternoon in a parking lot of Lima's Jorge Chavez International Airport. Reports varied as to numbers of persons killed and/or injured. The airport attack is believed to have been carried out by the Tupac Amaru Revolutionary Movement (MRTA), a Peruvian subversive organization.

February 1, 1991—Occupation—Turbo Airport—Colombia

Colombian guerrillas of the National Liberation Army (ELN) occupied the Turbo airport in northwestern Antioquia province and tried to commandeer a Colombian Aces Airlines aircraft with 20 passengers aboard. Although the plane was able to take off, the guerrillas forced airport employees to leave the facility and then cut communications lines.

February 18, 1991—Destruction of Aircraft—Colombian Central Airlines—Colombia

Colombian guerrillas attacked a 20-seat Twin Otter aircraft owned by Colombian Central Airlines while it was on the ground at a remote airstrip near Otu, 200 kilometers northwest of Bogota. After forcing the passengers and crew off the aircraft, the guerrillas set it on fire, completely destroying it. The passengers and crew were not harmed.

March 6, 1991—Hijacking—TABA—Brazil

Three armed men hijacked Transportes Aereos de Bacia Amazonica Airlines (TABA) Flight 835, a twin turboprop aircraft, during a domestic flight to the jungle city of Manaus in the northwest Amazon. The hijackers released, unharmed, the two crew members and four passengers in Sao Gabriel da Cachoeira before taking off toward the Colombian border. The final disposition of the aircraft is unknown.

April 3, 1991—Attempted Bombing—El Alto International Airport—Bolivia

The police bomb squad discovered an explosive device in a restroom of the El Alto International airport in La Paz. Prior to this discovery, unidentified callers, one of whom claimed affiliation with the National Liberation Army, Nestor Paz Zamora Commission (ELN-CNPZ), phoned in bomb threats to an American Airlines office. Police safely detonated the device.

April 3, 1991—Attempted Bombings—Jorge Chavez International Airport—Peru

Two small incendiary devices ignited at Jorge Chavez International Airport in Lima and several other devices were discovered and deactivated. One device which ignited had been placed in a gas pump at a restricted access gas station used only for servicing the airport's internal vehicle fleet. The second device was placed inside a cargo warehouse. The devices, apparently homemade, were composed of sulphuric acid and potassium chloride powder. There were no injuries and no disruption to domestic or international flights. There was no claim of credit.

April 9, 1991—Attempted Bombing—El Alto International Airport—Bolivia

The police bomb squad, tipped off by an anonymous call, discovered a letter bomb inside a wastepaper basket at the El Alto International Airport in La Paz and deactivated it without incident. Bolivian authorities reported that the ELN-CNPZ claimed responsibility for planting the bomb.

May 6, 1991—Attempted Bombing—Bolivian Administration of Airports—Bolivia

A suspicious package, believed to be an explosive device, was found and deactivated at the La Paz office of the Bolivian Administration of Airports.

May 26, 1991—Vandalism—American Airlines Aircraft—Ecuador

During preflight procedures for Flight 934 at Guayaquil, the maintenance crew discovered political graffiti spray-painted on the aircraft. A substance suspected of being an explosive was also found. The perpetrators remain unknown.

May 31, 1991—Attempted Bombings—El Alto International Airport—Bolivia

An anonymous caller telephoned airport authorities to warn that three bombs had been placed at the El Alto International Airport in La Paz. A search of the airport led to the discovery of a suspicious package, which was destroyed by the bomb squad, and an explosive device, which was also rendered safe. One device was found in a room in an underground passage and the other one near a jet bridge. The third bomb was not located. No group claimed credit.

June 3, 1991—Attempted Bombing—Jorge Chavez International Airport—Peru

A car bomb was deactivated by police at the Jorge Chavez International Airport in Lima. Several individuals were seen fleeing the area near the vehicle. There was no claim of responsibility.

June 20, 1991—Commandeering—General Aviation Aircraft—Cuba

Five Cubans overpowered a guard and commandeered a crop-dusting biplane. The Soviet-made Antonov-2 landed without incident at Miami International Airport where the Cubans surrendered to U.S. Immigration and Naturalization Service authorities.

July 4, 1991—Bombing—DHL Worldwide Express—Chile

A small explosive device detonated at the office of DHL Worldwide Express, a U.S. air courier, in Santiago. A night watchman was slightly injured in the blast when he attempted to kick the bomb away from the building.

July 5, 1991—Bombing—Radar Site—Colombia

Colombian guerrillas of the Simon Bolivar National Guerrilla Coordinating Board (CGNSB) dynamited a radar station operating north of Bogota, near the port of Barranquilla.

July 9, 1991—Attempted Bombing—Guarulhos Airport—Brazil

An explosive device was discovered at Guarulhos Airport in Sao Paulo, during x-ray screening of checked baggage of a transit passenger for Japan Airlines Flight 063, bound for Tokyo. Authorities arrested and indicted an employee of the State Airport Management Authority who planted the device to demonstrate the need for greater security and thus preserve his job as a baggage x-ray technician.

July 9, 1991—Commandeering—General Aviation Aircraft—Colombia

Two unidentified men commandeered a helicopter and crew in Putumayo intendency. The helicopter was owned by the Colombian firm Aeroexpreso, which has been used by foreign oil exploration contractors. The pilot, co-pilot and helicopter were never found.

July 10, 1991—Attempted Bombing—Piedecuesta Heliport—Colombia

Elements of the Colombian Army discovered a dynamite charge at Piedecuesta Heliport, located on the outskirts of Bucamaranga, a few hours before Colombian President Gaviria's helicopter was scheduled to arrive. Authorities have charged a FARC member in this incident.

July 10, 1991—Shooting at Aircraft—Aerochasqui—Peru

A commercial plane belonging to Aerochasqui, a small domestic airline which operates in the Amazon jungle, crashed while taking off from Bellavista Airport in northern Peru. Drunk policemen belonging to the National Police fired at the C-200-212 airplane with automatic weapons, causing the crash. All 17 persons on board died. Following the incident, six policemen were charged with homicide and others involved were dismissed or suspended.

July 11, 1991—Bombing—Rafael Nunez International Airport—Colombia

A nine-pound remotely-detonated explosive device damaged part of the main runway at Rafael Nunez International Airport in Cartagena. There were no casualties but the airport was closed for two days. FARC guerrillas claimed responsibility for this incident.

August 20, 1991—Hijacking—San Martin Airlines—Colombia

Two passengers hijacked an aircraft belonging to the San Martin Airlines on a regular flight from a town in Caqueta intendency to Villavicencio, capital of Meta department. The hijackers forced the pilots to land on a hidden airstrip on the outskirts of Neiva, where they were abandoned unharmed.

September 7, 1991—Hijacking—SATENA—Colombia

A Cessna Caravan 208 aircraft, belonging to the Colombian SATENA (National Territory Air Service), was hijacked during a flight from Bogota to San Jose del Guaviare by the passengers who had chartered it. The crew was released by the hijackers, who then disappeared with the aircraft, which was later recovered in southeastern Colombia.

October 11, 1991—Hijacking—Commercial Aircraft—Bolivia

A Cessna 206 aircraft, belonging to the Bolivian Air Force but used in commercial operations, was hijacked during a flight from Rurrenabaque to Trinidad. The lone hijacker released the pilot and took the plane which was later found on an abandoned runway.

October 27, 1991—Hijacking—General Aviation Aircraft—Peru

A twin-engine Beechcraft passenger aircraft carrying eight passengers and three crew, owned by the Juan Leguia Jimenez Airline company, was hijacked while en route from Trujillo to Tocache. The hijackers overpowered the pilot and forced him to change course. No further information is available.

October 27, 1991—Hijacking—General Aviation Aircraft—Ecuador

An Aero Commander 6-90 twin turboprop aircraft, belonging to Transportes Aereos Ejecutivos, was hijacked en route from Guayaquil to Lago Agrio. On November 11, the pilot and copilot were found unharmed near Guayaquil. The last confirmed sighting of the aircraft occurred at Cayambe, near Colombia.

November 4, 1991—Bombing—Ecuadorian Airlines Office—Peru

Left-wing guerrillas dynamited the offices of Empresa Ecuatoriana de Aviacion (Ecuadorian Airlines) in the Miraflores neighborhood in Lima. The attack left two people injured and caused structural damage to adjacent buildings.

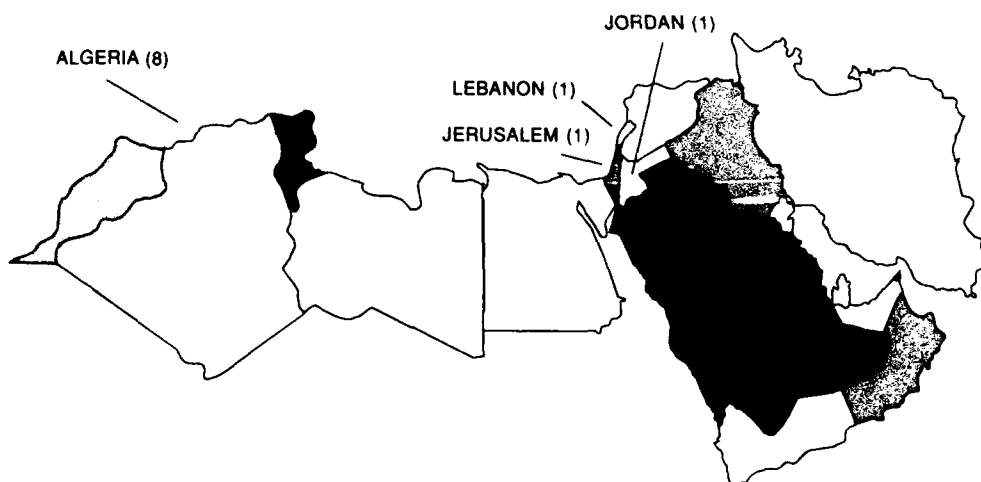
November 20, 1991—Airport Attack—Presidential Aircraft—Peru

The MRTA launched 60mm projectiles against targets at the Peruvian Air Force base adjacent to Jorge Chavez International airport in Lima. Attacked were the Peruvian President's aircraft and facilities. There were no casualties and damage was not extensive.

November 23, 1991—Hijacking—General Aviation Aircraft—Brazil

Two Brazilians and two Colombians, reportedly narcotraffickers, hijacked a Girasol Company twin-engine aircraft departing Tefe, in Amazonas state. The hijackers, posing as passengers, overpowered the crew and forced the pilot to fly to Colombia. A storm forced an emergency landing in La Pedrera, in southern Colombia, where National Guard troops surrounded the plane and arrested the Colombians. The Brazilian hijackers escaped, although one was later arrested in Amazonas state.

MIDDLE EAST



February 4, 1991—Attack—British Airways Office—Jerusalem

A British Airways office in East Jerusalem was broken into and set on fire by arsonists, resulting in extensive damage. Palestinians residing in the area reportedly were responsible for this incident which is believed related to the Gulf War. No injuries were reported.

**February 15, 1991—Attacks—Airline Offices—Alitalia, Air France, Egyptair, Iberia, Saudi Arabian Airlines, Syrian Arab Airlines, Royal Air Maroc—Algeria
(Seven incidents)**

Extremist elements attacked coalition targets, including airline offices, following a pro-Iraqi, anti-Gulf War march and demonstration in Algiers. Varying degrees of damage were caused to the offices of Alitalia, Air France, Egyptair, Iberia, Saudi Arabian Airlines, Syrian Arab Airlines, and Royal Air Maroc. No injuries were reported.

February 16, 1991—Hostage Taking—Turkish Airlines Office—Jordan

A male Jordanian carrying a fake bomb and a knife entered the Turkish Airlines office in Amman and held an airline employee hostage. He acted in protest of the Turkish position to allow U.S. and allied forces to launch attacks against Iraq from Turkey during the Gulf War. The individual surrendered stating he did not intend to hurt anyone; his hostage was released unharmed.

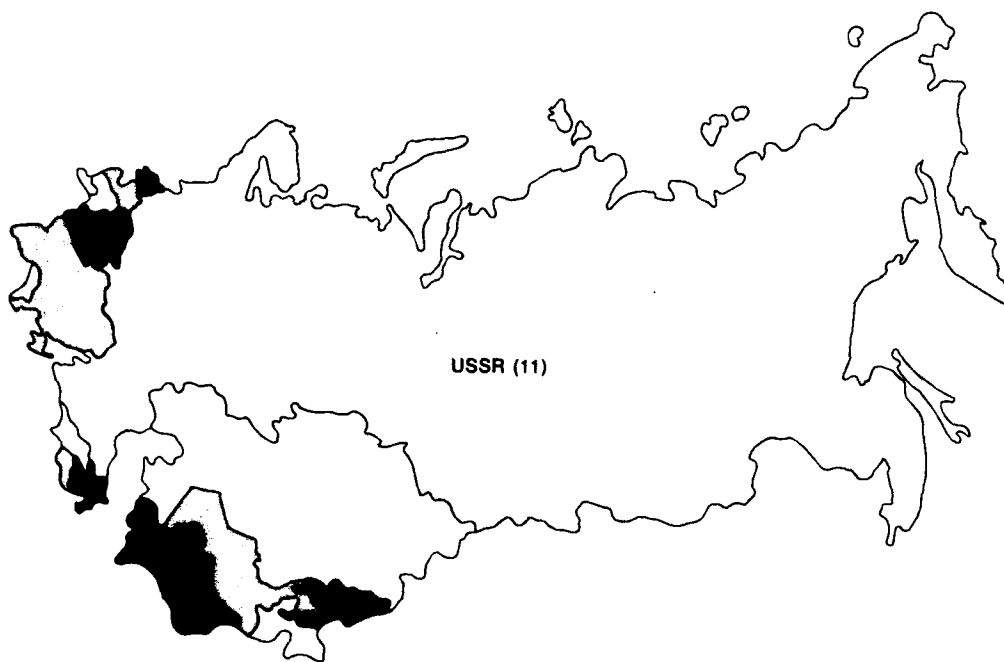
February 28, 1991—Bombing—Kuwait Airways Office—Lebanon

In Beirut, an unidentified man threw a stick of dynamite at the entrance of a building in which a Kuwait Airways office was located. The explosion caused minor damage but no injuries. There was no claim of responsibility.

March 31, 1991—Hijacking—Air Algerie—Algeria

An Algerian man hijacked an Air Algerie B-737 aircraft on a domestic flight from Bechar to Algiers, with 54 passengers on board. Upon landing in Algiers, the hijacker threatened to detonate a grenade unless a communique was read on Algerian television. Although the hijacker was not allowed media time, according to government authorities, he wanted to make an appeal for national unity and a postponement of legislative elections. After several hours of negotiation with the Algerian Minister of Interior, who was communicating from the control tower, the hijacker released the passengers and crew unharmed and surrendered to authorities.

SOVIET UNION



January 21, 1991—Hijacking—Aeroflot—U.S.S.R.

An Aeroflot Tupolev-154 (TU-154) aircraft, with approximately 159 passengers and crew, was hijacked by a lone male passenger during a domestic flight from Tashkent to Odessa via Grozny. The hijacker demanded to be taken to Istanbul, Turkey. Turkish officials, however, refused to allow the aircraft to land, and it diverted to Burgas, Bulgaria. Following several hours of negotiations, the hijacker surrendered to Bulgarian authorities. An explosive device which the hijacker claimed to have, in reality, was a bottle of perfume.

On March 1, 1991, the hijacker was extradited to the Soviet Union to stand trial.

February 13, 1991—Hijacking—Aeroflot—U.S.S.R.

An attempt to hijack Aeroflot Flight 930, a TU-134 aircraft with 171 passengers on a domestic flight between Tbilisi and Moscow, failed when the aircraft returned to Tbilisi. A male passenger threatened to detonate an explosive device unless the plane was diverted to Ankara, Turkey. When the aircraft landed, the hijacker surrendered. He did not have an explosive device.

March 4, 1991—Hijacking—Aeroflot—U.S.S.R.

A male passenger aboard an Aeroflot Antonov-24 aircraft, demanded to be flown to Sweden during a domestic flight from Arkhangelsk to Leningrad via Kotlas. The hijacker reportedly carried an antitank grenade and threatened to destroy the aircraft if his demand was not met. Upon landing in Leningrad, he agreed to release the 26 passengers aboard the flight but refused to surrender. At some point, the grenade exploded causing a small fire which was quickly extinguished. The hijacker was severely injured in the explosion and later died.

March 14, 1991—Hijacking—Aeroflot—U.S.S.R.

An attempt to hijack an Aeroflot Yakovlev-42 aircraft, on a domestic flight from Moscow to Naberezhnye Chelny, failed when the hijacker was overpowered by other passengers. The hijacker, a Soviet male carrying a knife and a gas container, was attempting to force his way into the cockpit when he was overpowered. The flight returned to Moscow and the hijacker was arrested.

March 18, 1991—Bombing—Aeroflot—U.S.S.R.

A Soviet male passenger aboard an Aeroflot Ilyushin-86 aircraft, on a domestic flight from Moscow to Novokuznetsk, threw an incendiary device which caused an on-board fire. The 360 passengers and crew put on oxygen masks as the cabin filled with smoke. The aircraft made an emergency landing at Sverdlovsk, and the individual who threw the device was arrested. He reportedly stated that he wanted to destroy the aircraft. There were no injuries among the other passengers or crew.

March 20, 1991—Prevented Hijacking—Aeroflot—U.S.S.R.

Two Soviet males were arrested prior to the departure of an Aeroflot Orenburg-to-Moscow domestic flight. The pair reportedly attempted to carry an explosive mixture in a fruit juice container aboard the aircraft, with the intent of forcing the plane to divert to Alaska. They allegedly also had written a note to give to the crew; several versions of the note had been prepared for various scenarios. Both individuals confessed their intentions upon being detained.

March 28, 1991—Hijacking—Aeroflot—U.S.S.R.

A hijacking of a TU-134 aircraft, with 20 passengers aboard, failed when crew members overpowered the hijacker. A male passenger aboard the Arkhangelsk-Leningrad-Kaliningrad domestic flight passed a note to the crew demanding to be taken to Sweden. He was overpowered by crew members when they realized that he was unarmed. When the aircraft landed in Kaliningrad, the hijacker was arrested.

April 29, 1991—Hijacking—Aeroflot—U.S.S.R.

An attempt to hijack an Aeroflot TU-154 aircraft, on a domestic flight from Barnaul to Moscow, failed when police arrested the three hijackers. During the flight a note given to a flight attendant indicated that "high-yield explosives" were aboard the aircraft. The hijackers demanded to be flown to the United States, via Germany and Iceland. The aircraft, with 65 passengers and seven crew members, landed in Moscow and was stormed by a police commando unit. One hijacker was injured in the assault. No weapons or explosives were found by the authorities.

June 13, 1991—Hijacking—Aeroflot—U.S.S.R.

A passenger aboard an Aeroflot TU-154 aircraft, during a domestic flight from Rostov to Moscow, threatened to detonate an explosive device hidden in his luggage. He demanded to be taken to the Persian Gulf area. Upon landing in Moscow, the hijacker released the 110 other passengers on the flight and surrendered to authorities. No explosives were found.

June 17, 1991—Hijacking—Aeroflot—U.S.S.R.

An attempt to hijack an Aeroflot TU-154 aircraft failed when the hijacker was arrested. During the domestic flight from Krasnodar to Krasnoyarsk via Orenburg, a male passenger passed a note to the crew demanding to be taken to Turkey. He was carrying a knife and claimed to have an explosive device. The aircraft landed in Krasnoyarsk, ostensibly to be refueled, and the hijacker agreed to release the remaining 111 passengers aboard the flight. He then fled into a nearby wooded area and was arrested. His "bomb" was actually a bar of soap.

November 9, 1991—Hijacking—Aeroflot—U.S.S.R.

A hijacking occurred on board an Aeroflot TU-154 aircraft on a domestic flight from Mineralnyye Vody to Ekaterinburg (formerly Sverdlovsk) in the Russian Republic. The flight, with 171 passengers and crew, was seized by four passengers armed with firearms and grenades and forced to land at Esenboga Airport in Ankara, Turkey. The hijackers were nationals of the Checheno-Ingushskaya Autonomous Republic, which had declared its independence from Russia and elected a president shortly before the hijacking. The hijackers stated that they were protesting and publicizing the imposition of martial law by Russian President Boris Yeltsin in response to these acts.

Several hours after the aircraft landed in Turkey, it departed with all original passengers on board, including the hijackers, destined for Grozny, the Checheno-Ingush capitol. There were no injuries reported. No further information is available.

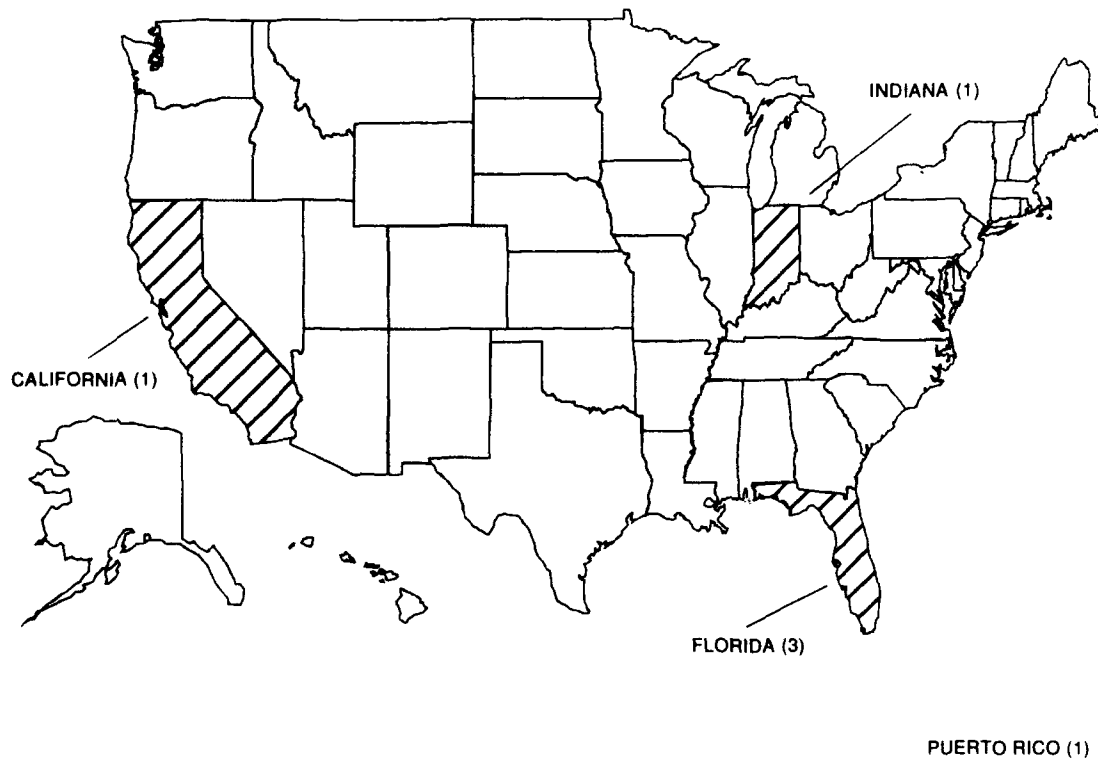
November 13, 1991—Hijacking—Aeroflot—U.S.S.R.

An attempt to hijack an Aeroflot TU-154 aircraft failed when the hijacker was arrested. The aircraft was en route from Irkutsk to St. Petersburg in the Russian Republic with 162 passengers. Prior to landing, a passenger passed a note to the crew demanding to be taken to Great Britain or some other NATO country and threatening to detonate an explosive device. The aircraft landed in St. Petersburg; the passengers were released and the hijacker was arrested by the authorities. No explosives were found on board the aircraft.

November 20, 1991—Helicopter Crash—U.S.S.R.

Twenty persons were killed when an MI-8 helicopter belonging to the U.S.S.R. Interior Ministry crashed in the Nagorno-Karabakh Autonomous Oblast (NKAO), Azerbaijan Republic. Among the dead were officials from the Russian, Azerbaijani, and Kazakhstan republics. The NKAO is an Armenian enclave within Azerbaijan and has been the scene of ethnic violence. Officials travelling in the helicopter were trying to mediate this dispute. The Armenians claim that the crash was caused either by bad weather and fog conditions or by an overloaded aircraft; the Azerbaijanis claim that the aircraft was shot down by Armenians, possibly with rockets or small arms fire.

UNITED STATES



January 13, 1991—Hoax Device On Aircraft—Aloha Airlines—U.S.A.

Shortly after takeoff, a flight attendant on board Aloha Airlines Flight 115 discovered an apparent explosive device in a paper bag that had fallen into the aisle. The device was a cylinder attached to a travel alarm clock and a 9-volt battery. The aircraft, a B-737-300 with 64 passengers and crew, was en route from Honolulu International Airport to Maui. The aircraft returned to Honolulu where the suspect device was disposed of by an explosives ordnance team. The cylinder was a hair spray can; there was no evidence of wires, blasting caps, explosives, or initiators.

On January 31, 1991, the flight attendant who found the device was indicted in this incident. He was alleged to have constructed the device and planted it on board the aircraft. On August 26, 1991, he pled guilty in this matter and was sentenced to five years' probation, six months' confinement to a halfway house/work release program, and was required to pay \$4,500 in restitution.

January 27, 1991—Hoax Device Found at Federal Express Facility—U.S.A.

A package of three cylinders taped together with wires and a battery showing was discovered at Federal Express facilities at the Anchorage International Airport. Shortly thereafter, a telephone call was received and the caller stated ". . . You found the first one but you'll never find the other one . . ." A second device was not found. The device in the package was not real; although made to appear authentic it did not contain explosives.

February 10, 1991—Hijacking—Southwest Airlines—U.S.A.

A male passenger aboard Southwest Airlines Flight 335 handed a note to a flight attendant demanding a \$13 million ransom and passage to Cuba via New York. The note further advised that the passenger had "nitro" in his hand and a bomb in his luggage. The aircraft, a B-737, was en route from Oakland, California, to Austin, Texas, via San Diego, California. When advised that there was not enough fuel to reach New York, the passenger told the flight attendant that he had been joking.

Upon landing in San Diego, the passenger was arrested without incident by local police. He was found to have purchased a one-way ticket, he had no luggage, and he admitted having written the note the day before the incident. The passenger was charged with attempted air piracy and interfering with flight crew.

April 7, 1991—Commandeering—General Aviation Aircraft—U.S.A. (Puerto Rico)

An Aerospatiale helicopter was commandeered in Puerto Rico in an effort to free several inmates at a federal penitentiary. Two persons took control of the helicopter at Isla Grande Airport, a general aviation airport near San Juan, and forced the pilot to fly to the federal prison. Upon landing in the prison grounds, three convicted drug traffickers boarded the helicopter and escaped. When the helicopter landed on a highway several miles away, the prisoners and their accomplices entered two waiting vehicles. Following a gun battle, police captured the driver of one of these cars as well as the

two individuals who commandeered the aircraft. The pilot was not injured in this incident, and the helicopter suffered no significant damage.

The two individuals who commandeered the helicopter were convicted of air piracy.

April 16, 1991—Unruly Passenger—America West Airlines—U.S.A.

A male passenger aboard America West Airlines Flight 37, a B-737 aircraft, became unruly as the plane was taxiing for departure from Tucson, Arizona, to Los Angeles, California. The passenger arose from his seat and began to shout. He broke an armrest and kicked the door to the flight deck but was not able to gain entry. When the aircraft returned to the gate, the passenger began to shout that the plane was hijacked and would "blow up." Two police officers and a flight attendant were injured subduing the passenger, who was arrested.

July 6, 1991—Arson—Miami International Airport—U.S.A.

A small fire described as suspicious in origin occurred in a storage area of Miami International Airport. Little damage was caused and no arrests have been made.

July 7, 1991—Arson—Miami International Airport—U.S.A.

A small fire described as suspicious in origin occurred in a storage area of Miami International Airport. Little damage was caused and no arrests have been made.

July 11, 1991—Arson—Miami International Airport—U.S.A.

A large fire described as suspicious in origin broke out in an office near the Pan American ticket counter at the Miami International Airport. The concourse was filled with smoke and delays were caused to several Pan Am and Air Jamaica flights. Damage estimates were not available. No arrests have been made.

August 9, 1991—Unruly Passenger—American Airlines—U.S.A.

A Singaporean passenger aboard American Airlines Flight 56, became unruly while en route from Miami, Florida, to London, England, causing the aircraft to divert to Logan International Airport in Boston, Massachusetts. The passenger apparently had too much to drink and was refused additional alcohol. The passenger made several references to being a hijacker (i.e. "If I were a hijacker . . ."), and the Boston Air Traffic Control Center treated the incident as a hijacking. The passenger was arrested upon landing in Boston. He was charged with interfering with flight crew; he was tried, convicted, fined, and deported to Singapore.

September 6-7, 1991—Diversion of Aircraft—Trans World Airlines—U.S.A.

Trans World Airlines Flight 841, a B-747 aircraft, was diverted to Shannon, Ireland, during a flight from Rome, Italy to New York. A note in a lavatory stated that a "bomb" would explode. The aircraft landed safely in Ireland, and a search yielded no explosives. During a continuation of the flight the next day, a small fire broke out in a lavatory. It was quickly extinguished and no damage resulted, and the plane landed safely at its destination in New York. An immigration officer noticed that the handwriting of a 17-year old Egyptian passenger was similar to the handwriting on the bomb threat note. The youth admitted that he wrote the note and started the fire. His motive was to keep from attending school in the United States and return to Egypt.

September 22, 1991—Commandeering—General Aviation Aircraft—U.S.A.

A pilot working on his Cessna 172 aircraft at the Bloomington, Indiana airport, was approached by a 17-year old carrying a loaded shotgun and demanding to be taken to Montana. During the ensuing flight, the youth had second thoughts and unloaded his weapon. The aircraft landed at the Kankakee, Illinois airport, where the youth surrendered without incident to local authorities. The U.S. Attorney declined prosecution in this matter, but the Monroe County, Indiana prosecutor filed a charge of kidnapping, a felony offense.

CIVIL AVIATION IN THE SOVIET UNION

The Union of Soviet Socialist Republics officially ceased to exist on December 26, 1991, when the Soviet Legislature voted itself out of existence. This occurred the day after the resignation of President Mikhail Gorbachev. These extraordinary events were the end result of the failed coup by hard-line elements in late August. Following the attempted coup, the Soviet Baltic States of Estonia, Latvia, and Lithuania were granted their sovereignty. Other former Soviet republics also declared their independence and in early December formed the Commonwealth of Independent States. The Soviet Union, however, continued to exist, albeit in name only, until late December.

The events which transpired in the U.S.S.R.¹ following the failed August coup impacted nearly all aspects of Soviet society. Many changes took place in the country, not the least of which involved civil aviation.

The dissolution of the U.S.S.R. resulted in the emergence of independent states which assumed the duties, functions, and responsibilities previously controlled by the central government. As a result, the Ministry of Civil Aviation was one of many ministries that ceased to exist. Its duties and assets were assumed by the republics, which also took control of the overall management of civil aviation affairs within their borders. Aeroflot, one of the U.S.S.R.'s most recognized assets, also became a victim of the Soviet Union's demise when its assets were appropriated by the republics. Where a monopoly once existed, more than 40 independent operations were created. Joint-venture airline companies were established and new international air transport routes were opened.



¹ For purposes of simplicity, the terms U.S.S.R. or Soviet Union will be used throughout this document when referring to this area. This usage will apply to the Baltic States only until they became independent in August.

The changes that occurred in civil aviation were not without difficulties. Many of the same problems that beset Soviet society in general were evident in aviation. Late in the year, for example, fuel shortages, poor maintenance, and a lack of spare aircraft parts caused numerous flights—mostly domestic flights—to be either delayed for lengthy periods or cancelled. More than one-half of the airports in the U.S.S.R. were reportedly closed in mid-December as a result of the fuel crisis. At times, the situation reached extremes. In November, for example, more than 8,000 passengers were crowded into Moscow's Domodedovo and Vnukovo airports awaiting flights. Many of these people had been there for several days. Outraged at lengthy delays, they seized aircraft on the ground and threatened to occupy runways. Despite the problems that were created as a result of the demise of the U.S.S.R., there were also benefits which directly impacted upon civil aviation security matters. The elimination of strict travel and emigration requirements led to greater opportunities to travel. This, in turn, had an effect upon the number of hijackings that had been occurring.

Thirty-seven aircraft were hijacked during flights within the Soviet Union in 1990 and 1991, and at least one potential hijacking was thwarted at a security checkpoint. Of these incidents, 27 hijackings were recorded in 1990. Between January and mid-August 1991, when the attempted coup took place, eight aircraft were hijacked. Only two hijackings were reported between mid-August and the end of the year.

Each of these 38 incidents involved Aeroflot aircraft on domestic flights, and nearly all of the hijackers were attempting to flee the Soviet Union. Because international flights were not affected, they were not assessed to be at an increased risk. An individual already on board an international flight who wanted to leave the U.S.S.R. would have no reason to commit a hijacking for that purpose.

There are several possible explanations for the sharp drop in the number of hijackings following the failed coup. With the loosening of travel restrictions, alternatives other than hijacking aircraft became available to those seeking to leave the U.S.S.R. Furthermore, since the totalitarian system from which these people were trying to flee no longer existed, this motivation was removed. Neither the pressures to escape nor the restrictions to stay remained.

Another possible explanation for the decrease in hijackings after the attempted coup is the low success rate of earlier incidents. Of the 35 hijackings that occurred between January 1990 and August 1991, twenty-six aircraft never left Soviet air space, one aircraft landed in Bulgaria, and eight flights were diverted to other countries. The hijackers were arrested in each of these incidents; those who landed outside the U.S.S.R. were returned to the Soviet Union to face criminal charges in all but two instances. In one incident, a Soviet extradition request was denied and the hijacker was permitted to remain where he had landed, but he was nevertheless tried, convicted, and sentenced to prison. The other incident involved a group of criminals who forced an aircraft to divert to Pakistan, where they were arrested. Final disposition in this matter had not yet been reached by the end of 1991.

The break-up of the U.S.S.R. affected civil aviation in other ways as well. Within the various republics, previously suppressed ethnic and nationalist issues arose in the aftermath of the events of August. Internal strife resulted in some areas. The potential for hijackings from individuals or groups seeking to publicize a particular ethnic or nationalist cause became a matter of concern. International

flights were assessed to be at less risk than were domestic flights; both of the hijackings that occurred after the events of August took place on domestic flights.

Another threat to domestic civil aviation emanated from the fighting that occurred in some parts of the former Soviet country between newly independent states. Hostilities, for example, increased between Armenia and Azerbaijan over Nagorno-Karabakh, a largely Armenian-populated enclave in Azerbaijan. In November, a Soviet Interior Ministry helicopter crashed in the enclave and twenty persons, mostly officials sent to mediate the dispute, were killed. Armenian officials claim the crash occurred because of weather and other causes; the Azerbaijanis maintain the aircraft was shot down by the Armenians. Whatever the cause of the crash of the helicopter, the potential danger to civilian aircraft overflying this area is apparent.

The past year, to be sure, was one of tremendous transformation within the U.S.S.R. Most, if not all, elements of Soviet society were changed. Civil aviation security was affected both positively and negatively by these events: fewer hijackings were reported, but ethnic strife increased the risks to domestic flights in certain areas.

ATTACKS ON AIRLINE TICKET OFFICES: THE CASE OF TURKISH AIRLINES

The recent history of attacks against Turkish civil aviation illustrates both the continuing attractiveness of civil aviation as a target and how easily misconstrued the very term "civil aviation" is. Unless one bears in mind that attacks against airline ticket offices constitute "attacks against civil aviation," the mention of fifteen attacks against Turkish Airlines (THY) in 1991 can be misleading. As it happens, all fifteen of the attacks involved actions against THY offices; there were no attacks against THY aircraft.

Only one of the reported incidents took place in Turkey; thirteen occurred elsewhere in Europe; one in Jordan. (For descriptions of these incidents, see the European portion of the preceding section.) With respect to the type of attack, only one, the Christmas Day bombing in Istanbul, employed an explosive device; five other bombings involved incendiary devices. There were four instances of vandalism and five cases of occupations or sit-ins that did not result in any property damage. In none of the incidents were there any injuries. In fact, those attacks that involved the use of explosive or incendiary devices occurred when the targeted THY office was closed for business.

Two features of these attacks are worthy of note. First, all the attacks, whether carried out by sympathizers (or members) of the Turkish leftist group Dev Sol or Kurdish activists or others, were politically motivated. In some cases the attackers stated outright what policy or action by the Turkish government they were protesting; in others the political dimension was apparent from the context of coordinated attacks against various Turkish interests. THY, the flag carrier for Turkey, is an obvious symbol of the Turkish state and thus an attractive target.

Second, none of the attacks demonstrated a high degree of sophistication, and many were virtually spontaneous. For example, the caller who claimed responsibility for the July 13 firebombing of the THY office in Brussels on behalf of Dev Sol said that the attack was in response to police raids in Istanbul the night before, which had resulted in the deaths of ten Turkish militants.

There are fundamental differences between these types of attacks and politically motivated hijackings or bombings of aircraft. Where the former show spontaneity, the successful execution of the latter presupposes planning. The former require little or no sophistication (either to reach the target, to carry out the attack, or to escape); the latter require considerably more. The intent of the former appears less to terrorize than simply to add emphasis to the protest. The latter seek to force concessions from the targeted government by exploiting the effects of terror on a broader population than the immediate victims.

Given these differences, it is clear that the perpetrators of the actions against THY offices outside Turkey are not in the same category as the members of Dev Sol and the Kurdish Workers' Party (PKK) who routinely carry out lethal attacks in Turkey, even when claims for airline office attacks are made in the names of those groups and even if the perpetrators consider themselves part of the

larger group in whose name the claim is made. (There are many shades and gradations of sympathizers.) By extension, the incidence of attacks on THY offices should not be seen as an indicator of possible attacks against THY aircraft. The two phenomena are for the most part independent, and an increased frequency of attacks against ticket offices does not point to an increased likelihood of a hijacking or on-board bombing.

The preceding discussion leads to a couple of corollaries, of which unfortunately neither is reassuring. First, one should expect attacks against THY ticket offices (among other institutions symbolizing Turkey) to continue as long as there are groups or elements that feel compelled to register protests against the Turkish government. Second, one cannot reasonably infer from the frequency of such actions anything about the probability of an attempt by terrorists at something more spectacular.

MISSILE ATTACKS IN AFRICA

Significant incidents occurring in sub-Saharan Africa in 1991 included surface-to-air missile (SAM) attacks on five relief or supply transport aircraft. Four incidents occurred in Angola, and one in Somalia. Civil warring factions in Somalia, according to press reports, were responsible for the attack on an International Committee of the Red Cross (ICRC) aircraft. In Angola, the principal insurgent group, the National Union for the Total Independence of Angola (UNITA), was allegedly responsible, according to various sources (among them the ICRC), for four attacks against aircraft, of which one bore the ICRC insignia. Of the remaining three incidents attributed to UNITA, two resulted in the deaths of 56 passengers and crew members.

From 1975 to 1991, UNITA was engaged in a civil war against Angolan government forces, the Marxist Popular Movement for the Liberation of Angola (MPLA), and the People's Armed Forces for the Liberation of Angola (FAPLA). During the war, UNITA received substantial support from Cuba and the Soviet Union. In 1988, the United States negotiated for the departure of foreign troops from Angola. By May of 1991, a peace accord, mediated by the U.S. and the Soviet Union, was signed by Angolan President Jose Eduardo dos Santos and UNITA President Jonas Savimbi in Lisbon, Portugal. It is worth noting that all of the attacks attributed to UNITA occurred before the signing of the accord.



UNITA Soldiers With SAM-7 Missile Launcher

The five SAM attacks in 1991 marked an unprecedented level against civil aviation in sub-Saharan Africa for a single year. Indeed, in the previous four years, there had been only five such attacks in total. The most recent occurred in the Sudan in December 1989 when an insurgent group, the Suda-

nese People's Liberation Army (SPLA), allegedly shot down a French relief aircraft with four passengers and crew. There were no survivors from the incident. In December 1988, the Polisario, an insurgent group in Morocco, used a SAM to shoot down a DC-7 Agency for International Development (AID) relief aircraft near the Mauritanian border, resulting in the deaths of all five crew members. Earlier, in August 1988, there was an unclaimed attack on the aircraft carrying the President of Botswana over Angola. Mozambican armed forces were responsible for the shoot-down of an Air Malawi flight in November 1987. The only other incident that year, the work of the SPLA, was an attack in May that brought down a small charter aircraft, killing all 13 on board.

HIJACKING OF SINGAPORE AIRLINES FLIGHT 117

Singapore Airlines Flight 117, with 118 passengers and 11 crew aboard, was hijacked during a flight from Kuala Lumpur, Malaysia, to Singapore on the morning of March 26, 1991. Ten minutes after the flight took off from Subang International Airport, the Airbus A310 was taken over by four Pakistani nationals who claimed to be members of the Pakistan People's Party (PPP). After immediately herding the first-class passengers into the main cabin, it was announced that the aircraft was being hijacked and that the pilot was to continue to Singapore. Forty-six minutes later, the aircraft landed at Changi Airport in Singapore, where it taxied to a spot furthest from the passenger terminals and control tower. Upon coming to a halt, the airliner immediately was surrounded by members of the police tactical team.

The hijackers' initial demands included the release of certain PPP leaders detained in Pakistan, including the husband of former Prime Minister Benazir Bhutto, who was incarcerated for bank fraud, kidnapping, and conspiracy to commit murder. They demanded to speak to the Pakistani ambassador and threatened to kill someone if nothing was done. The hijackers further insisted that the airliner be refueled so it could fly to Australia and then on to Iraq or Libya.

A short time later, the hijackers pushed a flight steward out of the aircraft, who then told police that the hijackers were armed with what appeared to be grenades. This, in fact, was incorrect, since the hijackers had only a folding knife about five inches long, some large firecrackers, and butter knives taken from the aircraft galley. (Singapore law classifies any size firecracker as an explosive, and they are strictly controlled; conviction of possession of explosives may result in the death penalty).



AFP

Americans on board were asked to identify themselves, and at least one of the three Americans did so. The man subsequently was taken to the front of the aircraft, threatened, and assaulted. The American reacted by fighting back, seemingly taking the hijackers by surprise. The man was returned to his seat and not singled out again. The hijackers began pressing authorities to meet their demands. Unsatisfied, they poured alcohol over the floor and seats at the front of the aircraft and set fire to a rolled up newspaper in the cockpit. Negotiators were able to calm the hijackers, assuring them that the aircraft would be refueled soon.

At 2:40 AM local time on March 27, the aircraft moved to an apron, and another crew member, the chief steward, was pushed from the plane a short time later. Soon after, the first load of fuel was delivered. The hijackers stated their intent to fly the aircraft to Australia, but after consulting its government, the Australian High Commission said that it would not allow the hijackers to land there. It then was announced that ten women and children would be released before the next load of fuel was received, but minutes later the hijackers refused to release any hostages and demanded to leave for Jakarta, Indonesia, or Brunei immediately. At 6:45 AM local time, the hijackers issued a five-minute deadline for the engines to be started, threatening otherwise to harm the passengers.

Two minutes later the order was given to storm the aircraft, and minutes later a team of 20 Singapore Army commandos propped ladders under the front and rear passenger doors and then opened them from the outside. As the first commandos entered the airliner, they threw stun grenades into the cabin and shouted for the passengers to get down. Three hijackers are believed to have been shot immediately, while the fourth grabbed a woman to shield himself. The woman was pulled away by another passenger, allowing a commando to shoot the hijacker. No passengers were injured during the assault.

Within seven minutes, the commandos had lowered the first emergency exit chute and the passengers began sliding out; a short time later the other chute was inflated and the rest descended. The passengers were brought to a nearby section of tarmac with their hands on their heads while crew members circulated among them in order to ensure that none of the hijackers remained. A fifth Pakistani subsequently was arrested by Malaysian authorities on April 2 in Kuala Lumpur for involvement in the hijacking.

HIJACKING OF ALITALIA FLIGHT 864

On September 19, 1991, Alitalia Flight 864, a McDonnell-Douglas MD-80, was en route from Rome to Tunis when it was hijacked by a disgruntled Tunisian national. The regularly scheduled flight carried 130 passengers (including two Americans) and a flight crew of seven. Claiming to have a pistol in his possession and threatening to detonate an explosive device in his carry-on luggage, the hijacker seized a flight attendant and held her hostage while demanding to be flown to Algiers.

The pilot of the aircraft alerted aviation authorities of the hijacking and radioed Algerian air traffic control to request landing privileges. Airport authorities in Algiers refused the hijacked plane's request to land, but under the guise of needing fuel, the pilot persuaded the hijacker to allow him to land in Tunis before flying on to Algiers. Tunisian authorities stalled the landing, requiring the aircraft to circle the Tunis air traffic control zone for 45 minutes while they set up an ad hoc negotiating team and positioned members of their Special Forces around the tarmac.

Upon landing at Tunis/Carthage Airport, the hijacker entered into radio negotiations with the control tower. Eventually, the passengers were allowed to safely disembark the aircraft. As passengers departed, members of the Special Forces entered the aircraft, went straight to the cockpit and overpowered the hijacker without difficulty. The hijacker was, in fact, unarmed. He apparently had a companion on the flight who had disembarked with the passengers and was subsequently arrested. The motive for the hijacking remains unknown but it was reported that the hijacker had experienced difficulties in Italy with his visitor's permit.



TRENDS 1987-1991

This section contains an examination of trends for the five-year period 1987-1991. Significant incidents involving civil aviation are separated into one of the following categories:

- "Hijackings of Civil Aviation Aircraft,"
- "Commandeerings of Civil Aviation Aircraft,"
- "Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft,"
- "Stand-off Attacks Against In-Flight Aircraft,"
- "Attacks at Airports,"
- "Off-Airport Facility Attacks," and
- "Incidents Involving General Aviation Aircraft."

Charts are included to present a visual perspective of these incidents.

These categories differ, significantly in some instances, from what appeared in previous *Criminal Acts Against Civil Aviation* publications. The changes were made to better reflect the types of incidents. One modification concerns hijacking statistics. It was found that some of the hijacking incidents could more appropriately be called acts of aircraft commandeering. For the purposes of this report, hijacking incidents occur in-flight, commandeering incidents occur on the ground, and they are separated accordingly. Either act, however, may be prosecuted under air piracy statutes. In addition, for purposes of simplicity, commandeered aircraft which become airborne as a result of the commandeering will not be recorded as a hijacking. There are no distinctions made between successful and attempted hijacking and commandeering incidents in the statistical count.

Another change involves the categories "Explosive Attacks Against Civil Aviation" and "Attacks Against Civil Aviation Facilities." In previous *Criminal Acts* publications, the "Explosive Attacks" section included bombings or attempted bombings against aircraft, airports, and other aviation facilities such as ticket offices. All other attacks that occurred on board aircraft, at airports, or against facilities were listed together in the "Attacks Against Facilities" section.

In 1991, all bombing, attempted bombing, and shooting incidents that occurred on board civil aviation aircraft are recorded in one category. Another new category for 1991 is "Stand-off Attacks Against In-Flight Aircraft," which records significant incidents in which aircraft were fired upon. Both civil aviation and general aviation aircraft are included in this category.

Attacks at airports and attacks against off-airport facilities are listed separately in 1991. The category "Attacks at Airports" includes incidents at an airport not counted elsewhere, such as an aircraft

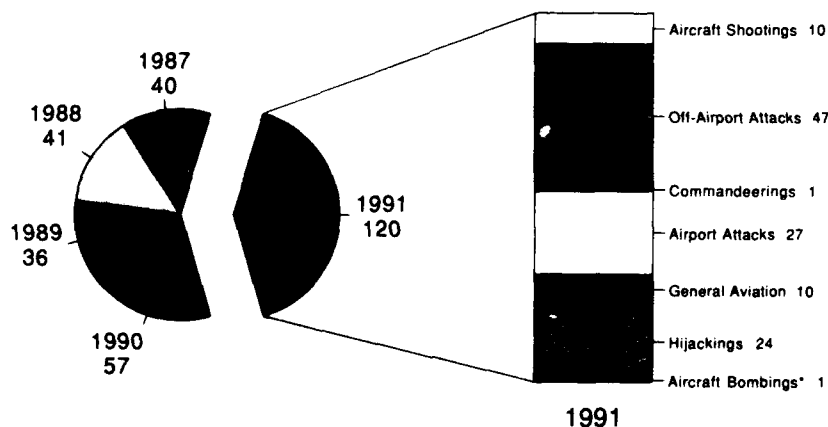
commandeering. "Off-Airport Facility Attacks" includes incidents against civil aviation interests such as ticket offices and radar facilities. These two categories include several types of attacks, such as assaults, arsons, explosive attacks, hostage taking situations, and occupations/seizures.

Hijackings and commandeerings of civil aviation aircraft, moreover, are separated from those pertaining to general aviation aircraft. Incidents involving general aviation—hijackings, commandeerings, and bombings—are listed separately.

In order to reflect these changes, all incidents beginning in 1987 have been recounted in order to provide a five-year statistical review.

One hundred and twenty incidents were recorded in 1991, the most in the five-year period. Fifty-seven incidents occurred in 1990, 36 in 1989, 41 in 1988, and 40 in 1987. The substantial (more than 100%) increase between 1990 and 1991 is mostly reflected in an escalation of airport and off-airport attacks. There was an increase in attacks at airports from 7 to 27, of which nearly one-third took place in Latin America; off-airport attacks rose from 3 to 47, the majority of which involved ticket offices (principally Turkish Airlines offices) in Europe. Among other significant changes in 1991, incidents involving general aviation aircraft rose from 3 to 10 in the two-year period, and stand-off attacks against in-flight aircraft rose from 0 in 1990 to 10, more than one-half of which were attacks (allegedly) by insurgency groups in Africa. (See charts following appendices.)

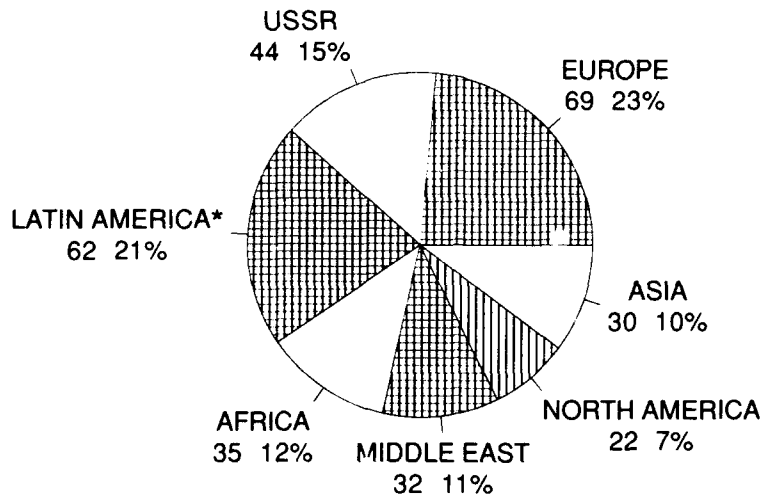
Five Year Summary Worldwide Civil Aviation Incidents 1987-1991



* Includes attempted bombings and shootings

INCIDENTS AGAINST AVIATION 1987-1991

BY GEOGRAPHIC REGION

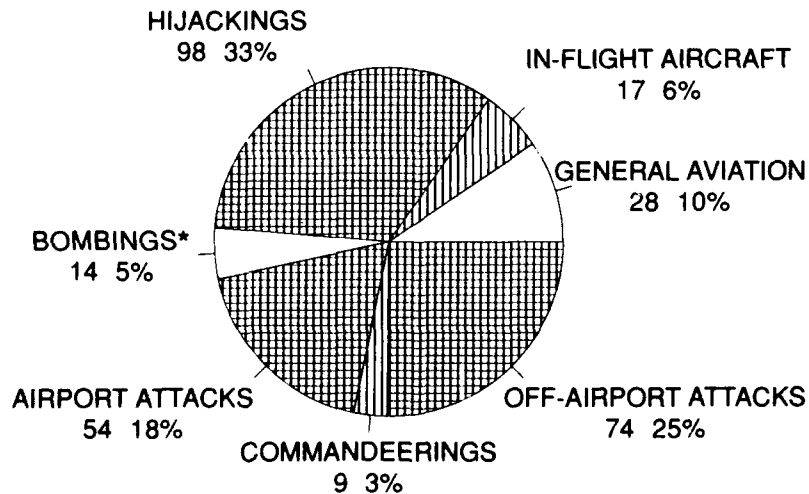


294 Incidents

* Also includes Central America and Caribbean

INCIDENTS AGAINST AVIATION 1987-1991

BY CATEGORY



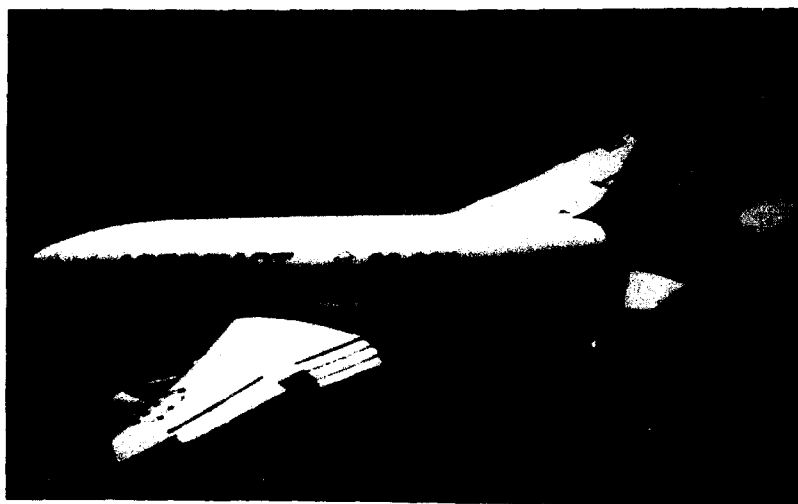
294 Incidents

*Also includes attempted bombings and shootings on board aircraft

Hijackings of Civil Aviation Aircraft

During the past five years, 98 hijackings of civil aviation aircraft were recorded worldwide.² The greatest number of incidents during this five-year span occurred in 1990 when 40 were reported; the fewest (8) were recorded in 1987. During 1991, twenty-four hijacking incidents were reported, one of which occurred in the United States. Most of the hijackings between 1987 and 1991 took place on board domestic flights; only eleven international flights were hijacked during this period, including three in 1991.

Many of the hijackings (41 incidents or 42% of the total) took place in the Soviet Union. Most occurred during 1990 and 1991, and nearly all were committed by persons seeking to leave the country. From 1989 to 1990, the number of hijackings in the U.S.S.R. increased by 900%, from 3 to 27. No other country has shown such a dramatic increase during the past five years. Within the United States (including Puerto Rico and the Virgin Islands), three incidents occurred in 1987, and one was recorded in each year between 1988 and 1991.



Because of the disproportionate number of hijackings in the U.S.S.R., a distortion in the number of hijackings worldwide is created. In actuality, the number of all other hijacking incidents remained relatively constant between 1987 and 1991. Disregarding the Soviet statistics, the number of worldwide aviation hijackings increased from 8 in 1987 to 14 in 1991. There was no sharp rise in any one year

² As a result of revised criteria being used to determine which incidents qualify as hijackings, several incidents that were recorded in earlier *Criminal Acts Against Civil Aviation* publications as either a hijacking or an attempted hijacking have been found to no longer qualify. These incidents may be found in Appendix E. In addition, some incidents previously recorded as hijackings or attempted hijackings have been more correctly identified as commandeering of civil aviation aircraft, because they occurred on the ground, and are addressed separately.

Hijackings are distinguished from other in-flight situations (such as those involving unruly passengers), by one or more of the following criteria: the act involves the use of a weapon; it is committed by a terrorist group; there are deaths or injuries to passengers or crew; or there is evidence of premeditation (hoax device, fake weapon, prewritten note, more than one hijacker, etc).

but rather a steady increase throughout this period. The average number of hijackings during the five-year period, excluding the Soviet incidents, is eleven.

Aeroflot aircraft have been hijacked or commandeered most often during the past five years. This carrier was involved in 42 incidents; 41 were domestic flights within the U.S.S.R., and one involved an international flight between Angola and Tanzania.

Terrorist groups were involved in very few of the hijackings. The most noteworthy incident was the hijacking of Kuwait Airways Flight 422 by Hizballah, a radical Shiite Muslim group, in April 1988. Among others, Air Afrique Flight 056 was hijacked in July 1987 by an individual claiming to be affiliated with Hizballah, and in March 1991, Singapore Airlines Flight 117 was hijacked by four persons claiming to be members of the Pakistan People's Party, although the Party denied any connections.

One hundred and fifty-two passengers and crew members were killed and 131 injured as a result of hijackings between 1987 and 1991. The largest number of casualties, 128 deaths and 53 injuries, occurred on October 2, 1990, when an airliner belonging to Xiamen Airlines, a subsidiary of the Civil Aviation Administration of China, was hijacked in-flight. The aircraft crashed upon landing at Baiyun Airport in Guangzhou, the People's Republic of China, veered out of control, and struck two other planes.

Commandeerings of Civil Aviation Aircraft

Nine civil aviation aircraft have been involved in commandeering³ incidents between 1987 and 1991. Three incidents were reported in both 1987 and 1988; none occurred in 1989. Two aircraft commandeerings were recorded in Haiti and two in the United States; three of these involved U.S.-registered aircraft. Armed Haitian soldiers commandeered American Airlines (AA) aircraft in two incidents (1988 and 1990), and a man armed with a small knife attempted to commandeer an AA aircraft in Charleston, South Carolina in August 1990. The other incident in the United States involved the commandeering of an Air Canada aircraft in November 1987. Of the nine commandeering incidents, the aircraft remained on the ground in seven.

³For the purposes of this report, aircraft commandeering incidents differ from hijacking incidents because of where the act occurs: commandeerings take place on the ground, hijackings are in-flight. There is no distinction made between commandeered aircraft that remain on the ground and those which become airborne as a result of the commandeering.

Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft

Between 1987 and 1991, six bombings, six attempted bombings, and two shootings occurred on board civil aviation aircraft. The bombings include five incidents in which explosive devices were used and one incident in which an incendiary device was used. The most recent incident was a firebombing on a domestic Aeroflot flight in March 1991, in which a passenger threw an incendiary device intending to destroy the aircraft. Despite an on-board fire, the aircraft landed safely and there were no injuries.

Five aircraft crashed and 680 persons were killed as a result of in-flight detonations of explosives aboard aircraft. These incidents include Korean Air Lines Flight 858 on November 29, 1987; a Bop Air, Ltd. (South Africa) flight on March 1, 1988; Pan Am Flight 103 on December 21, 1988; Union de Transports Aeriens (UTA) Flight 772 on September 19, 1989; and Avianca Flight 203 on November 27, 1989.

The most recent attempted bombing involved an All Nippon Airways flight between Okinawa and Japan in October 1990. Five other incidents of this type were recorded between 1987 and 1989. Explosive devices were found on board two Middle East Airlines flights (February 4 and February 12, 1988), an Aeroflot flight (August 18, 1988), an Avianca aircraft (September 4, 1989), and a Saudi Arabian Airlines flight (November 23, 1989).

Two in-flight shootings were also recorded during the past five years. A Colombian presidential candidate was assassinated on board Avianca Flight 527 on April 26, 1990. The assassin was killed by a bodyguard, and no injuries were sustained by crew members or other passengers. The aircraft landed safely. Another shooting on board an aircraft resulted in a crash in which forty-six persons were killed. Pacific Southwest Airways Flight 1771 crashed on December 7, 1987, when a gunman, a former airline employee, shot the cockpit crew.

Stand-Off Attacks Against In-Flight Aircraft

Seventeen significant incidents have been recorded in which civil and general aviation aircraft have been fired upon during the past five years. These incidents include attacks with surface-to-air missiles as well as small arms fire. This listing does not include all incidents of the type, especially those involving small arms fire. Significance is determined either by the target or from any resulting casualties. Seven crashes have resulted from these 17 significant incidents in which 103 persons were killed. Most incidents, and most fatalities, occurred in 1991, with 10 attacks and 73 deaths having been reported.

Africa was the site of 12 attacks between 1987 and 1991. Anti-government rebels either are credited with or believed responsible for the majority of these incidents. Five of these attacks were reported in Angola (four in 1991). In addition to the incidents in Africa, three were recorded in Yugoslavia in 1991, a result of the hostilities in Croatia.

The greatest number of fatalities occurred when an Angolan government transport aircraft was shot down allegedly by rebels belonging to UNITA (National Union for the Total Independence of Angola) on February 22, 1991. Forty-seven persons on board the aircraft were killed. One of three additional alleged UNITA attacks in 1991 caused nine deaths.

Attacks at Airports

More than fifty incidents have been recorded at airports throughout the world during the past five years. These have included bombings, attempted bombings, shootings, shellings, arsons, and other attacks. Six incidents were recorded in 1987; seven occurred during each year from 1988 through 1990; and in 1991 the number rose to 27.

The reason for this sharp increase is not evident. A few more incidents were recorded during the first half of 1991 (16) than during the last six months (11). Five incidents occurred in both April and July, the most in any single month. In April, two explosive devices were found within one week at the El Alto International Airport in La Paz, Bolivia. Responsibility was claimed by the National Liberation Army, Nestor Paz Zamora Commission (ELN-CNPZ). In addition, in Belfast, Northern Ireland, one device detonated and another was found within two days in the same Shorts Aircraft Company building. The Provisional Irish Republican Army (PIRA) claimed both attacks. In July, three of the incidents were unsolved arsons at the Miami International Airport, Miami, Florida.

It does not appear that Operation Desert Storm was a significant factor in attacks at airports in 1991, as this event was not claimed as the reason for any of the incidents. The supplying of German chemical weapons to Iraq, however, was the stated motivation for an improvised explosive device (IED) found at Schoenefeld Airport, Berlin, Germany. Five of the attacks in 1991 were against Shorts Aircraft Company facilities in Belfast, Northern Ireland. Four of these incidents, including three bombings and an attempted bombing, were claimed by PIRA, which had also claimed credit for an attack against Shorts Aircraft facilities in 1989. In addition, ten attacks in 1991 occurred in Central America, six of which were claimed by terrorist/insurgency groups. These incidents included car bombs, incendiary devices, a letter bomb, a mortar attack on a presidential aircraft, and a remote detonation of an IED on an airport runway. Five incidents also occurred in Africa, although no common factors exist.

During the five-year period, 18 bombings occurred, most of which were IEDs. The most lethal incident took place at Beirut International Airport, Lebanon, in November 1987 when an explosives-packed suitcase detonated killing six persons and injuring approximately 73 others. Fifteen other devices were either found and deactivated or they failed to detonate. Terrorist/insurgency groups claimed credit for 12 of the 27 attacks at airports in 1991, but only five of 27 incidents between 1987 and 1990.

Off-Airport Facility Attacks

Within the past five years 74 off-airport attacks have been recorded. These incidents include attacks that have occurred against ticket offices, radar facilities, and other civil aviation assets. More than one-half of these incidents took place in 1991, when 47 attacks were reported. The fewest number of attacks occurred in 1989 and 1990, when three were reported each year.

Most of the incidents in 1991 were attacks against ticket offices. Thirty-eight such attacks—bombings, assaults, occupations, and hostage takings—were carried out. Turkish Airlines offices were targeted in 15 incidents, which included six bombings. Pan American, Lufthansa, British Airways, and Iberia facilities were among other targets in this type of attack during 1991. In addition to the ticket offices, off-airport attacks were also conducted against radar facilities, an aircraft on a remote landing strip, and a heliport. The greatest number of off-airport facility attacks in 1991—eight—took place in Germany; seven occurred in Algeria, all on the same day; five were reported in Turkey, four in Greece, and three in Italy.

Operation Desert Storm was given as a reason for ten of the attacks against airline offices in 1991 and is believed to have been the motivating factor in several others. The attacks against Turkish Airlines were largely a result of ethnic and political unrest in Turkey. The Turkish terrorist group, Dev Sol, claimed credit for six attacks, mostly against Turkish Airlines offices.

During the five year-period 1987–1991, bombings were the most prevalent form of off-airport attack, as 42 such incidents were carried out. Fifteen incidents, described as attacks, and directed mostly against ticket offices, also occurred. Three incidents, moreover, involved the kidnappings of seven Middle East Airlines employees from shuttle buses in Lebanon during 1987.



April 19, 1991—Bombing of Air Courier Services Office, Patras, Greece
Gamma-Liaison

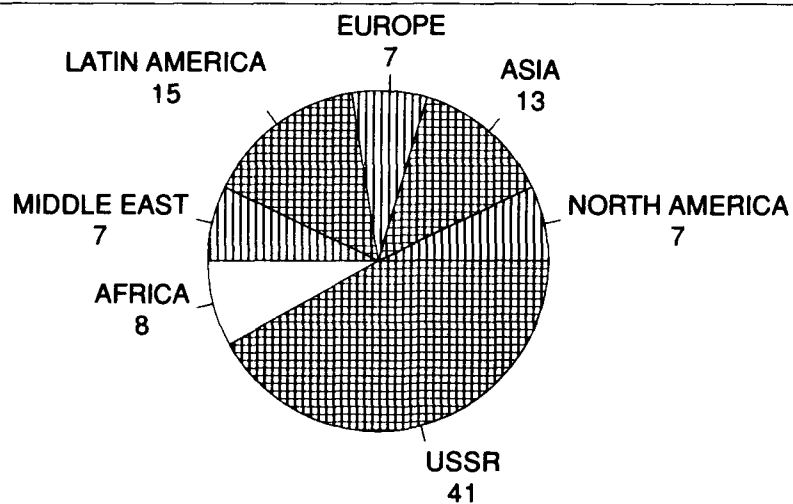
Incidents Involving General Aviation Aircraft

During the past five years, 28 incidents involving general aviation aircraft have occurred. Fourteen aircraft have been commandeered while on the ground, eleven have been hijacked in-flight, and three on-ground bombings have taken place. The fewest number of incidents (2) occurred in 1988; the greatest number (10) was in 1991.

Nearly one-third of the incidents (four commandeerings, two hijackings, and two bombings) occurred in the United States, including Puerto Rico. Four hijacking and commandeering incidents were recorded in Colombia and three in Suriname.

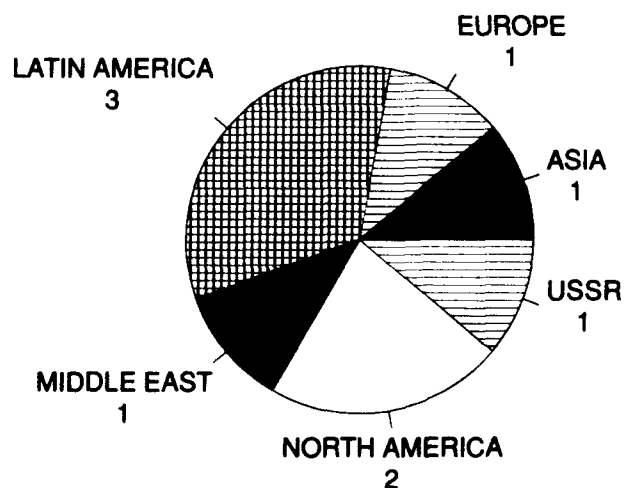
There do not appear to be any significant trends in the targeting of general aviation. Five of the hijacking/commandeering incidents were related to prisoner escape attempts. Other incidents had possible narcotics connections, were theft-motivated, or involved persons fleeing from one country to another. The two bombings in the United States occurred in Osceola, Arkansas, in 1987, and involved an attempt to intimidate the owner of an airplane. The first of these bombings targeted the wrong aircraft.

HIJACKINGS OF CIVIL AVIATION AIRCRAFT 1987 - 1991



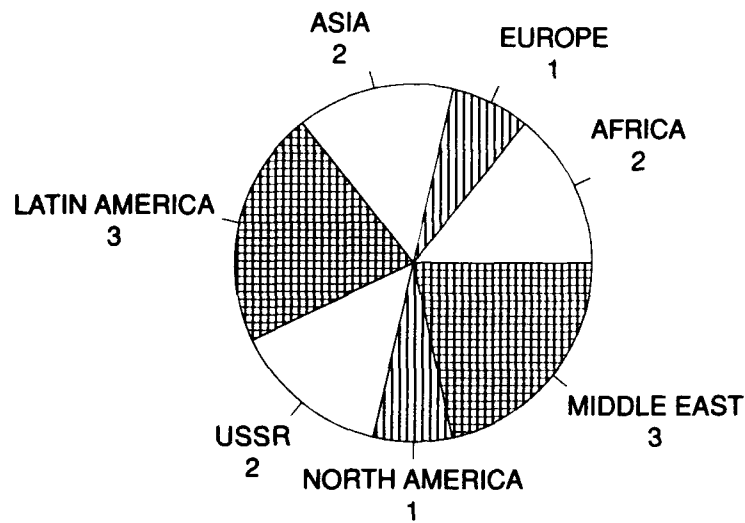
98 Incidents

COMMANDEERINGS OF CIVIL AVIATION AIRCRAFT 1987 - 1991



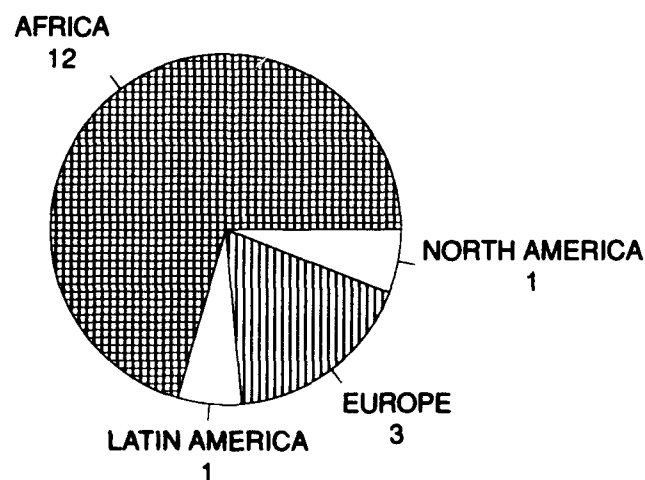
9 INCIDENTS

**BOMBINGS/ATTEMPTED BOMBINGS/SHOOTINGS ON BOARD
CIVIL AVIATION AIRCRAFT 1987 - 1991**



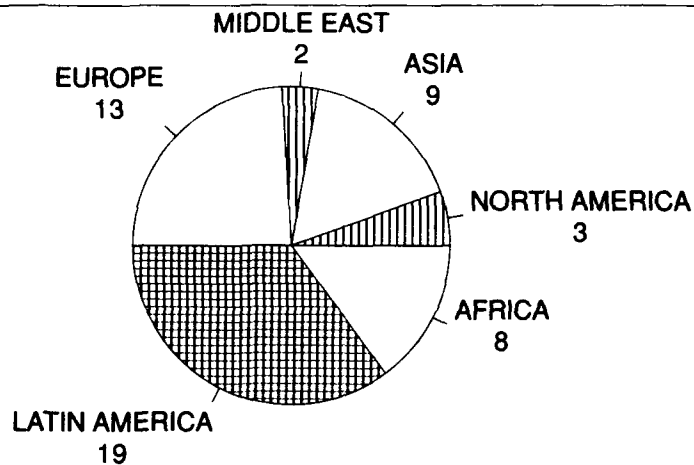
14 INCIDENTS

**STAND-OFF ATTACKS AGAINST IN-FLIGHT AIRCRAFT
1987 - 1991**



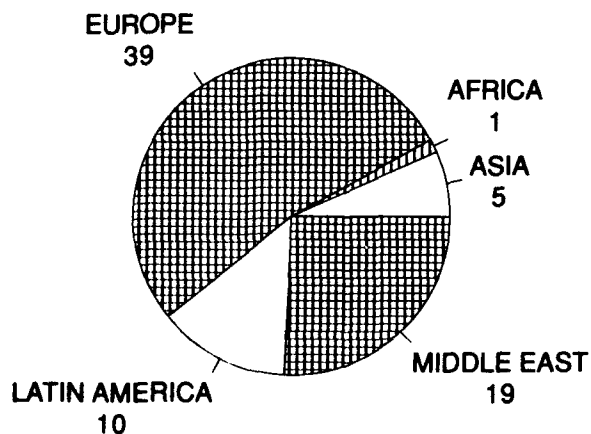
17 INCIDENTS

ATTACKS AT AIRPORTS 1987 - 1991



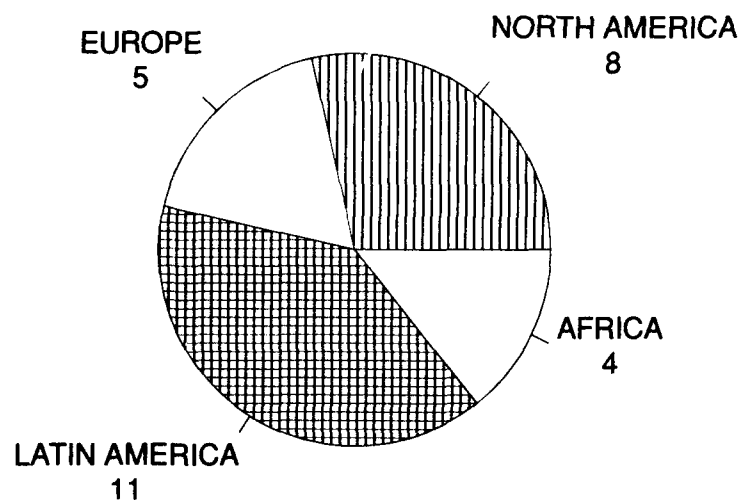
54 Incidents

OFF-AIRPORT FACILITY ATTACKS 1987 - 1991



74 Incidents

INCIDENTS INVOLVING GENERAL AVIATION AIRCRAFT 1987 - 1991



28 INCIDENTS

Appendix A

U.S.—Registered Air Carrier Hijacking Chronology 1987–1991

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>No. of Hijackers</i>	<i>How Boarded Aircraft?</i>	<i>Weapon Type</i>	<i>Weapon Status</i>	<i>Destination/ Objective</i>
01-10-87	New York Air	DC-9	Newark, NJ/ Wash., DC	1 Male	Screened	Incendiary	Alleged	Speak with officials
03-07-87	Alaska	B-727	Seattle, WA/ Anchorage, AK	1 Male	Screened	Gun	Alleged	Cuba
06-05-87	Virgin Islands Seaplane	Grumman	St. Croix, VI/ San Juan, PR	1 Male	Passengers not screened	Explosive	Real	Cuba
12-11-88	TWA	B-727	San Juan, PR/ Miami, FL	1 Male	Screened	Explosive	Alleged	Cuba
05-27-89	American	B-727	Dallas, TX/ Miami, FL	1 Male	Screened	Explosive Gun	Fake Fake	Cuba
01-16-90	America West	B-737	Houston, TX/ Las Vegas, NV	1 Male	Screened	Explosive	Fake	Cuba
02-10-91	Southwest Airlines	B-737	Oakland, CA/ Austin, TX	1 Male	Screened	Explosive	Alleged	Cuba

Appendix B

Foreign-Registered Air Carrier Hijacking Chronology 1987-1991

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/Objective</i>
05-05-87	Irar Air	Unknown	Shiraz/Tehran, Iran	Unknown
07-24-87	Air Afrique	DC-10	Brazzaville, Congo/Paris, France	Beirut/Prisoner release
09-08-87	LOT	Unknown	Warsaw, Poland/Athens, Greece	Unknown
12-23-87	KLM	B-737	Amsterdam, Neth./Milan, Italy	United States/Extortion
12-25-87	Iranian Airliner	Unknown	Tehran/Mashad, Iran	Unknown
01-04-88	Aeromexico	DC-9	Juarez/Mexico City, Mexico	Brownsville, TX
01-05-88	Iran Air	Unknown	Tehran/Mashad, Iran	Unknown
02-13-88	Air Tanzania	B-737	Dar es Salaam/ Kilimanjaro, Tanzania	London/Restoration of political figure
02-22-88	China Airlines (ROC)	B-737	Taipei/Kaohsiung, ROC	People's Republic of China
03-08-88	Aeroflot	TU-154	Irkutsk/Leningrad, USSR	London
03-12-88	Pakistan International Airlines	A-300	Karachi/Quetta, Pakistan	India or Afghanistan
04-05-88	Kuwait Airways	B-747	Bangkok, Thailand/Kuwait	Mashad, Iran/Prisoner release
05-12-88	CAAC (PRC)	B-737	Xiamen/Guangzhou, PRC	Republic of China/Political asylum
05-23-88	Avianca	B-727	Medellin/Bogota, Colombia	Cuba/Extortion
08-01-88	ACES (Colombia)	DHC-6	El Bagre/Medellin, Colombia	Remote airstrip/Robbery
09-29-88	VASP (Brazil)	B-737	Belo Horizonte/ Rio de Janeiro, Brazil	Brazilia
01-20-89	Aeroflot	TU-134	Arkhangelsk/Odessa, USSR	Israel/Bucharest
01-21-89	Aeroflot	AN-24	Ivano-Frankovsk/Kiev, USSR	Unknown
01-31-89	ACES (Colombia)	B-727	San Andreas/ Medellin, Colombia	Miami

Foreign-Registered Air Carrier Hijacking Chronology 1987-1991—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/Objective</i>
03-29-89	Malev	TU-154	Prague, Czechoslovakia/ Frankfurt, FRG	United States
03-31-89	Aeroflot	TU-134	Astrakhan/Baku, USSR	Pakistan
04-24-89	CAAC	YUN-7	Ningbo/Xiamen, PRC	Taiwan
05-18-89	Aeroflot	IL-62	Angola/Tanzania	Unknown
05-26-89	CSA	YAK-40	Prague/ Carlsbad, Czechoslovakia	West
05-31-89	ALM Antilles	—	Miami, FL/Haiti/Curacao	Israel
08-23-89	Air France	A-300 Airbus	Paris, France/Algiers, Algeria	Tunisia
09-19-89	Air Maroc	ATR-42	Casablanca, Morocco/El Aaiun Asmara, Western Sahara	Las Palmas, Canary Islands/ Mentally unstable
10-06-89	Myanmar Airways	Fokker 28	Mergui/Rangoon, Burma	Bangkok/Political demands
12-16-89	CAAC	B-747	Beijing/Shanghai/ San Francisco/New York	Fukuoka, Japan/Political asylum
12-31-89	Saudia	B-747	Jeddah/Riyadh, Saudi Arabia	Cyprus/Mentally unstable
01-03-90	LATN	Cessna 402	Asuncion/(unknown), Paraguay	Unknown
01-26-90	Iran Air	B-727	Shiraz/Bandar Abbas, Iran	Iraq or Israel
04-18-90	Aeroflot	TU-134	Moscow/Leningrad, USSR	Lithuania, USSR
05-29-90	Military	AN-26	Mogadishu/Hargessa, Somalia	Djibouti
06-08-90	Aeroflot	TU-154	Minsk/Murmansk, USSR	Sweden
06-19-90	Aeroflot	TU-134	Riga/Murmansk, USSR	Finland
06-24-90	Aeroflot	TU-134	Tallinn/Lvov, USSR	Finland
06-28-90	Aeroflot	TU-154	Krasnodar/Krasnoyarsk, USSR	Turkey
06-30-90	Aeroflot	TU-154	Lvov/Leningrad, USSR	Sweden
07-04-90	Aeroflot	TU-134	Sochi/Rostov, USSR	Turkey
07-05-90	Aeroflot	TU-154	Leningrad/Lvov, USSR	Sweden

Foreign-Registered Air Carrier Hijacking Chronology 1987-1991—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/Objective</i>
07-05-90	Aeroperlas	Twin Otter 300	Colon/Panama City, Panama	Colombia
07-10-90	Aeroflot	TU-154	Leningrad/Murmansk, USSR	France
07-12-90	Aeroflot	TU-154	Leningrad/Murmansk, USSR	Sweden
07-18-90	Aeroflot	TU-134	Odessa/Sukhumi, USSR	Turkey
07-23-90	Aeroflot	TU-134	Riga/Murmansk, USSR	Sweden
08-16-90	Ethiopian Airlines	Unknown	Unknown	Yemen
08-19-90	Aeroflot	TU-154	Neryungri/Yakutsk, USSR	Pakistan
08-30-90	Aeroflot	AN-2	Voronezh/(Unknown), USSR	Afghanistan
08-30-90	Aeroflot	YAK-42	Moscow/Voronezh, USSR	Germany
09-02-90	Aeroflot	Unknown	Przhevalsk/Frunze, USSR	South Africa
09-13-90	India Airlines	B-737	Coimbatore/Madras, India	Sri Lanka
09-25-90	Aeroflot	Unknown	Leningrad/Archangelsk, USSR	Sweden
10-29-90	Xiamen Airlines	B-737	Xiamen/Guangzhou, PRC	Taiwan
10-05-90	Aerotaxi Airlines	Cessna-210	San Fernando de Atabapo/ Puerto Ayacucho, Venezuela	Unknown
10-05-90	Aerotaxi Airlines	Cessna-210	San Fernando de Atabapo/ Puerto Ayacucho, Venezuela	Unknown
10-07-90	Aeroflot	AN-24	Perm/Archangelsk, USSR	Sweden
11-10-90	Thai International Airways	A-320	Rangoon, Burma/ Bangkok, Thailand	India
11-12-90	Aeroflot	TU-154	Leningrad/Lvov, USSR	Sweden
11-15-90	Aeroflot	TU-134	Leningrad/Moscow, USSR	Finland
11-16-90	Aeroflot	TU-134	Tallinn/Moscow, USSR	Sweden
11-29-90	Aeroflot	TU-134	Moscow/Sykyvkar, USSR	Iraq
12-02-90	Aeroflot	TU-154	Murmansk/Leningrad, USSR	USSR

Foreign-Registered Air Carrier Hijacking Chronology 1987-1991—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/Objective</i>
12-06-90	CAAC	Unknown	Guangzhou/Quingdao, PRC	Unknown
12-11-90	Aeroflot	YAK-40	Baku/Tbilisi, USSR	Turkey
12-21-90	Aeroflot	TU-154	Rostov/Nizhnevartovsk, USSR	USA
12-24-90	Aeroflot	IL-86	Moscow/Sochi, USSR	England
12-28-90	Air Algiers	B-737	Ghardaia/Algiers, Algeria	Unknown
01-07-91	Faucett	DC-8	Trujillo/Lima, Peru	Unknown
01-21-91	Aeroflot	TU-154	Tashkent/Odessa, USSR	Turkey; landed Bulgaria
02-13-91	Aeroflot	TU-134	Tbilisi/Moscow, USSR	Turkey
03-04-91	Aeroflot	AN-24	Arkhangelsk/Leningrad, USSR	Sweden
03-06-91	TABA	Unknown	Unknown/Manaus, Brazil	Unknown
03-14-91	Aeroflot	YAK-42	Moscow/Naberezhnye, USSR	Unknown
03-26-91	Singapore Airlines	A-310	Kuala Lumpur, Malaysia/Singapore	Australia
03-28-91	Aeroflot	TU-134	Arkhangelsk/Kaliningrad, USSR	Sweden
03-31-91	Air Algeria	B-737	Bechar/Algiers, Algeria	Political Demand
04-29-91	Aeroflot	TU-154	Barnaul/Moscow, USSR	United States
06-13-91	Aeroflot	TU-154	Rostov/Moscow, USSR	Persian Gulf
06-17-91	Aeroflot	TU-154	Krasnodar/Krasnoyarsk, USSR	Turkey
06-30-91	Somali Airlines	Unknown	Unknown, Djibouti/Mogadishu, Somalia	Unknown
08-20-91	San Martin Airlines	Unknown	Caqueta/Meta, Colombia	Unknown
09-07-91	SATENA	Cessna-208	Bogota/San Jose de Guaviare, Colombia	Unknown
09-19-91	Alitalia	DC-9	Rome, Italy/Tunis, Tunisia	Algeria
10-11-91	Bolivian Air Force	Cessna-206	Rurrenabake/Trinidad, Bolivia	Unknown

Foreign-Registered Air Carrier Hijacking Chronology 1987-1991—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/Objective</i>
10-16-91	Ethiopian Airlines	DHC-6	Debre Markos/ Bahir Dar, Ethiopia	Djibouti
10-21-91	Czechoslovak Airlines	TU-134	Bratislava/ Prague, Czechoslovakia	Libya
11-09-91	Aeroflot	TU-154	Mineralnyye Vody/ Ekaterinburg, USSR	Turkey
11-13-91	Aeroflot	TU-154	Irkutsk/St. Petersburg, USSR	Great Britain
11-25-91	Unknown	Unknown	Unknown/ Unknown, Papua New Guinea	Theft of Cargo
11-25-91	Ethiopian Airlines	B-737	Addis Ababa/Dire Dawa, Ethiopia	Djibouti

Appendix C

Bombings⁴ Aboard Aircraft Chronology 1987–1991

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Location on Aircraft</i>	<i>Result</i>
11-29-87	Korean Air	B-707	Baghdad, Iraq/ Seoul, South Korea	Cabin area	Aircraft destroyed in-flight; 115 killed
03-01-88	BOP Air	Bandeirante	Phalaborwa/Johannesburg, South Africa	Cabin area	Aircraft destroyed in-flight; 17 killed
12-21-88	PanAm	B-747	London/New York	Baggage compartment	Aircraft destroyed in-flight; 259 on aircraft, 11 on ground killed
09-19-89	Union Des Transport	DC-10	Brazzaville, Congo/ N'Djamena, Chad/ Paris, France	Cargo hold	Aircraft destroyed in-flight; 171 passengers and crew killed
11-27-89	Avianca	B-727	Bogota/Cali, Colombia	Cabin area	Aircraft destroyed in-flight; 107 passengers and crew killed
1990	None				
03-18-91	Aeroflot	IL-86	Moscow/ Novokuznetsk, USSR	Cabin area	Incendiary device thrown; air- craft landed safely

⁴ Includes both explosive devices and incendiary devices.

Appendix D

Chronology of Significant Acts Against Civil Aviation 1991

January 4	Commandeering—Air France	France (Corsica)
January 7	Hijacking—Faucett Airlines	Peru
January 13	Hoax Device on Aircraft—Aloha Airlines	U.S.A.
January 15	Commandeering—General Aviation Aircraft	Colombia
January 15	Bombing—Pan American Airlines Office	Italy
January 15	Bombing—American Airlines General Sales Agent	India
January 18	Attempted Bombing—Schoenefeld Airport	Germany
January 21	Hijacking—Aeroflot	U.S.S.R.
January 25	Bombing—Jorge Chavez International Airport	Peru
January 27	Bombings—Air France Office and a Tourism Agency (Two incidents)	Turkey
January 27	Hoax Device Found—Federal Express Facility	U.S.A.
February 1	Occupation—Turbo Airport	Colombia
February 4	Attack—British Airways Office	Jerusalem
February 4	Unruly Passenger—Air India	India
February 10	Hijacking—Southwest Airlines	U.S.A.
February 13	Hijacking—Aeroflot	U.S.S.R.
February 13	Shooting at Aircraft—Transafrik	Angola
February 13	Unruly Passenger—United Airlines	Japan
February 14	Shooting—Saudi Airlines Office	Pakistan
February 15	Attacks—Airline Offices—Alitalia, Air France, Egyptair, Iberia, Saudi Arabian Airlines, Syrian Arab Airlines, Royal Air Maroc (Seven incidents)	Algeria
February 16	Hostage Taking—Turkish Airlines Office	Jordan

Chronology of Significant Acts Against Civil Aviation 1991—Continued

February 18	Destruction of Aircraft—Colombian Central Airlines	Colombia
February 18	Attempted Bombing—Belfast International Airport	United Kingdom (Northern Ireland)
February 22	Shooting at Aircraft—Government Transport	Angola
February 23	Attack—New Tokyo International Airport	Japan
February 28	Bombing—Kuwait Airways Office	Lebanon
March 4	Hijacking—Aeroflot	U.S.S.R.
March 6	Hijacking—TABA	Brazil
March 6	Shooting—Mogadishu Airport	Somalia
March 6	Bombing—Shorts Aircraft Company	United Kingdom (Northern Ireland)
March 14	Hijacking—Aeroflot	U.S.S.R.
March 16	Shooting at Aircraft—Transafrik	Angola
March 18	Bombing—Aeroflot	U.S.S.R.
March 20	Prevented Hijacking—Aeroflot	U.S.S.R.
March 26	Hijacking—Singapore Airlines	Malaysia
March 27	Bombing—General Aviation Aircraft	Turkey
March 28	Hijacking—Aeroflot	U.S.S.R.
March 28	Shooting—Mogadishu Airport	Somalia
March 31	Hijacking—Air Algerie	Algeria
April 1	Shooting at Aircraft—ICRC	Angola
April 3	Attempted Bombing—El Alto International Airport	Bolivia
April 3	Attempted Bombings—Jorge Chavez International Airport	Peru
April 7	Commandeering—General Aviation Aircraft	U.S.A. (Puerto Rico)
April 9	Attempted Bombing—El Alto International Airport	Bolivia
April 10	Diversion of Aircraft—China Eastern Airlines	P.R.C.

Chronology of Significant Acts Against Civil Aviation 1991—Continued

April 13	Bombings—Pacific Aviation Office and Istanbul Airlines Office (Two incidents)	Turkey
April 16	Bombing—Shorts Aircraft Company	United Kingdom (Northern Ireland)
April 16	Unruly Passenger—America West Airlines	U.S.A.
April 17	Attempted Bombing—Shorts Aircraft Company	United Kingdom (Northern Ireland)
April 19	Bombing—Air Courier Services Office	Greece
April 29	Hijacking—Aeroflot	U.S.S.R.
May 2	Shooting at Aircraft—Helicopter	Yugoslavia
May 6	Attempted Bombing—Bolivian Administration of Airports	Bolivia
May 26	Vandalism—American Airlines Aircraft	Ecuador
May 28	Bombing—Iberia Office	Italy
May 31	Attempted Bombing—El Alto International Airport	Bolivia
June 3	Attempted Bombing—Jorge Chavez International Airport	Peru
June 11	Bombing—Iberia Office	Italy
June 13	Hijacking—Aeroflot	U.S.S.R.
June 17	Hijacking—Aeroflot	U.S.S.R.
June 20	Commandeering—General Aviation Aircraft	Cuba
June 25	Bombing—Indira Gandhi International Airport	India
June 30	Hijacking—Somali Airlines	Somalia
July 4	Bombing—Yugoslav Airlines Office	Netherlands
July 4	Bombing—DHL Worldwide Express	Chile
July 5	Bombing—Radar Site	Colombia
July 6	Arson—Miami International Airport	U.S.A.
July 7	Arson—Miami International Airport	U.S.A.

Chronology of Significant Acts Against Civil Aviation 1991—Continued

July 9	Attempted Bombing—Guarulhos Airport	Brazil
July 9	Commandeering—General Aviation Aircraft	Colombia
July 10	Shooting at Aircraft—Aerochasqui	Peru
July 10	Attempted Bombing—Piedecuesta Heliport	Colombia
July 11	Attack—Turkish Airlines Office	Greece
July 11	Attack—Turkish Airlines Office	Germany
July 11	Arson—Miami International Airport	U.S.A.
July 11	Bombing—Rafael Nunez International Airport	Colombia
July 13	Bombing—Turkish Airlines Office	Belgium
July 14	Bombing—Lufthansa Airlines Office	Greece
July 14	Bombing—Turkish Airlines Office	Germany
July 16	Occupation—Turkish Airlines Office	Greece
July 18	Bombing—Turkish Airlines Office	Germany
July 20	Attempted Bombing—Turkish Airlines Office	Germany
August 9	Unruly Passenger—American Airlines	U.S.A.
August 9	Occupation—Turkish Airlines Office	Belgium
August 9	Occupation—Turkish Airlines Office	Germany
August 16	Shooting at Aircraft—Helicopter	Yugoslavia
August 20	Hijacking—San Martin Airlines	Colombia
September 2	Destruction of Aircraft—Swiss Red Cross	Sudan
September 6–7	Diversion of Aircraft—Trans World Airlines	U.S.A.
September 7	Hijacking—SATENA	Colombia
September 10	Bombing—Shorts Aircraft Company	United Kingdom (Northern Ireland)
September 10	Shooting at Aircraft—Zairian Civil Aviation Company	Uganda

Chronology of Significant Acts Against Civil Aviation 1991—Continued

September 12	Shooting at Aircraft—Helicopter	Yugoslavia
September 17	Shooting at Aircraft—ICRC	Somalia
September 19	Hijacking—Alitalia	Italy
September 22	Commandeering—General Aviation Aircraft	U.S.A.
September 22	Bombing—Kuwait Airways Office	Cyprus
September 23	Attack—Ndjili International Airport	Zaire
October 5	Hijacking—General Aviation Aircraft	France
October 11	Hijacking—Commercial Aircraft	Bolivia
October 16	Hijacking—Ethiopian Airlines	Ethiopia
October 17	Extortion—Qantas Airlines	Australia
October 21	Hijacking—Czechoslovak Airlines	Czechoslovakia
October 24	Attack—Zambia Airways Office	Zaire
October 27	Hijacking—General Aviation Aircraft	Ecuador
October 27	Hijacking—General Aviation Aircraft	Peru
October 28	Attack—Rhein-Main Airport	Germany
October 29	Bombing—Rhein-Main Airport	Germany
November 4	Bombing—Ecuadorian Airlines Office	Peru
November 9	Hijacking—Aeroflot	U.S.S.R.
November 11	Bombing—Turkish Airlines Office	Denmark
November 11	Attack—Beira International Airport	Mozambique
November 13	Hijacking—Aeroflot	U.S.S.R.
November 20	Airport Attack—Presidential Aircraft	Peru
November 20	Helicopter Crash	U.S.S.R.
November 23	Hijacking—General Aviation Aircraft	Brazil
November 25	Hijacking—Commercial Aircraft	Papua New Guinea

Chronology of Significant Acts Against Civil Aviation 1991—Continued

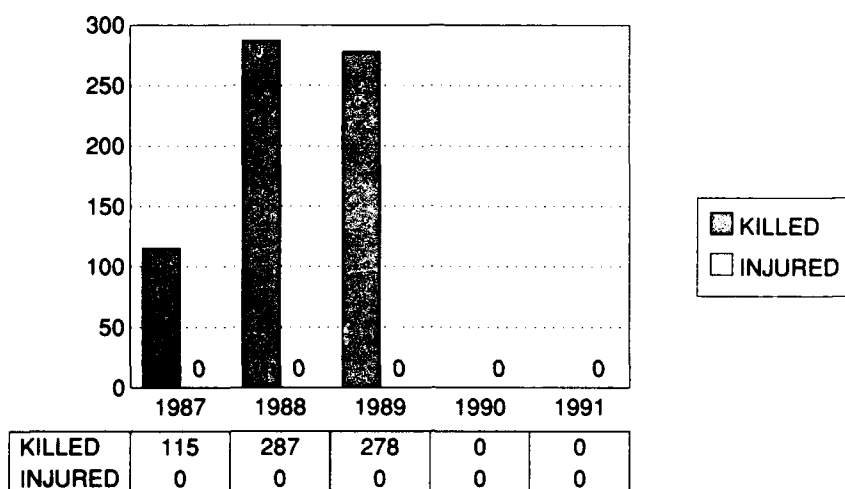
November 25	Hijacking—Ethiopian Airlines	Ethiopia
November 27	Attack—Turkish Airlines Office	United Kingdom
December 1	Incendiary Device Discovered—Air India Aircraft	India
December 18	Bombing—Shorts Aircraft Company	United Kingdom (Northern Ireland)
December 23	Bombing—Near Budapest Airport	Hungary
December 25	Bombing—Turkish Airlines Office	Turkey
December 27	Occupation—Turkish Airlines Office	Germany
December 30	Attack—Turkish Airlines Office	Sweden

Appendix E

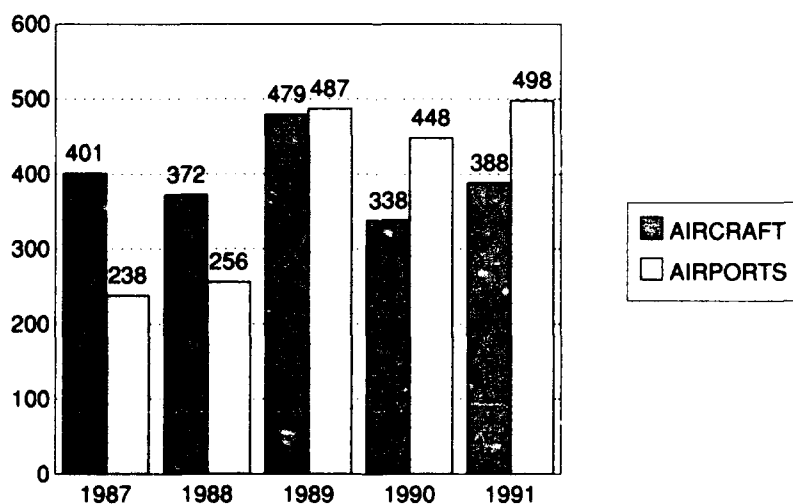
Recategorized Aircraft Hijacking Incidents

<i>Date</i>	<i>Incident</i>	<i>New Category</i>
04-10-89	Hijacking—U.S.A.—Mission Aviation	Incidents Involving General Aviation Aircraft
01-05-87	Attempted Hijacking—U.S.A.	Not Counted in Statistics; Hostage Situation
05-15-87	Attempted Hijacking—Poland	Not Counted in Statistics; Hostage Situation
10-22-88	Hijacking—Iran—Iran Air	Not Counted in Statistics; Incident Unconfirmed
01-19-90	Hijacking—U.S.A.—United Airlines	Not Counted in Statistics; Unruly Passengers

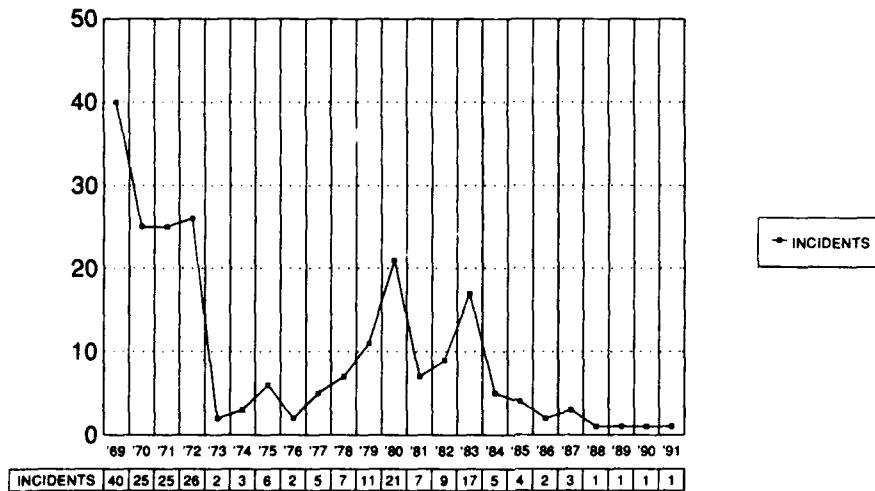
CASUALTIES CAUSED BY EXPLOSIONS ABOARD AIR CARRIER AIRCRAFT 1987 - 1991



BOMB THREATS AGAINST U.S. AIRCRAFT AND AIRPORTS 1987 - 1991

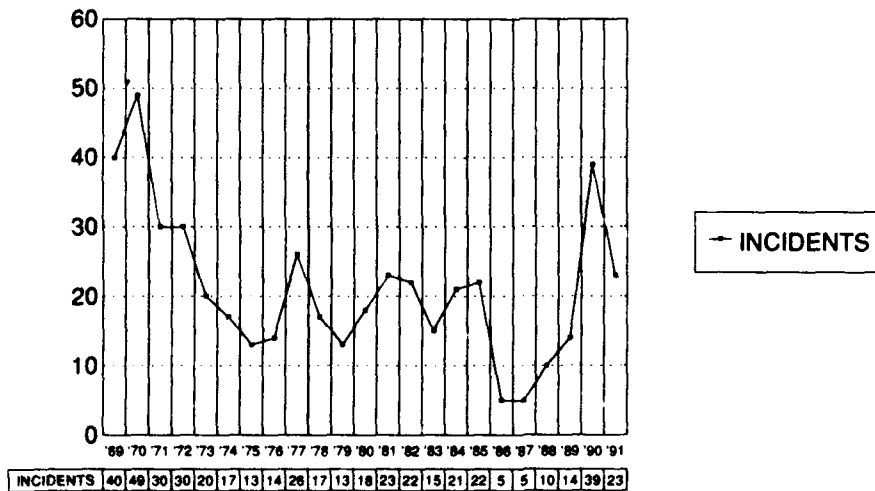


U.S. AIR CARRIER HIJACKINGS 1969 - 1991



1987 THROUGH 1991 INCIDENTS REFLECT REVISED STATISTICAL COUNT

FOREIGN-REGISTERED AIR CARRIER HIJACKINGS 1969 - 1991



1987 THROUGH 1991 REFLECTS REVISED STATISTICAL COUNT

Glossary of Abbreviations/Acronyms

AK	Avtomat Kalashnikova (Soviet-made weapon)
AN	Antonov (Soviet-made aircraft)
ANA	All Nippon Airways
AS	Aerospatiale (French-made aircraft)
CGNSB	Simon Bolivar National Guerrilla Coordinating Board
DC	Douglas (U.S.-made aircraft)
Dev Sol	Revolutionary Left
DHC	De Havilland Canada (Canadian-made aircraft)
EC	European Community
ELN	National Liberation Army
ELN-CNPZ	National Liberation Army, Nestor Paz Zamora Commission
ETA	Basque Fatherland and Liberty
FAPLA	People's Armed Forces for the Liberation of Angola
FARC	Revolutionary Armed Forces of Colombia
ICRC	International Committee of the Red Cross
IED	Improvised Explosive Device
IL	Ilyushin (Soviet-made aircraft)
LEA	People's Struggle
LPD	Last point of departure
MPLA	Marxist Popular Movement for the Liberation of Angola
MRTA	Tupac Amaru Revolutionary Movement
NKAO	Nagorno-Karabakh Autonomous Oblast
PFLP	Popular Front for the Liberation of Palestine
PIRA	Provisional Irish Republican Army
PLO	Palestine Liberation Organization
PPP	Pakistan People's Party
Renamo	Mozambique National Resistance
SAM	Surface-to-air missile
SPLA	Sudanese People's Liberation Army
TU	Tupolev (Soviet-made aircraft)
UNITA	National Union for the Total Independence of Angola
UTA	Union de Transports Aeriens
YAK	Yakovlev (Soviet-made aircraft)